

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,353 號叁拾伍百叁千叁萬第 日肆初月十年六十二緒光 HONGKONG, TUESDAY, DECEMBER 25TH, 1900. 式拜禮 號五十五月十年百九千壹英港香 PRICE \$2½ PER MONTH

DISINFECT
WITH
WATSON'S HYGIENOL.
(REGISTERED).
A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central
NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of SIEMSEN & CO.
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.00 p.m. Every quarter of an hour
1.30 p.m. to 2.00 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 7.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.45 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.45 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SONS, General Managers.
Hongkong, 1st May 1896.

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fittings of every description. Repairs executed with promptitude and skill. Enamelling a specialty.
McKIRDY & CO.,
48 & 49, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS.
Established 1719.
"CHAMPAGNE GROWERS AND SHIPPERS."
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1897.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net weight.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ.
\$20 PER DOZ.
Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

DOURO PORT, \$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY, \$20 PER DOZ.
LA TORRE SHERRY, \$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

THE ELITE OF WHISKY—THE "PALL MALL," \$20 PER DOZ.
11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$10.75 PER DOZ.
Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.
BITTERS.
ANGOSTURA (SIEGERTS).
PEACH.
AMER D'OR (LUXARDO).
DANVITA.
ORANGE.
C. O. Q. (COCKTAIL BITTERS).
POMERANZEN.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 18th December, 1900.

COTTAM & CO.
DRESS SHIRTS.
DRESS TIES.
DRESS SHOES.
DRESS GLOVES, &c., &c.

SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.
HONGKONG.

PHOTOGRAPHIC
PLATES PAPERS AND CHEMICALS.
EASTMAN KODAK FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY, HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER.
LEMONADE.
SODA WATER.
SARSAPARILLA.
GINGER ALE.
TONIC WATER.
RASPBERRYADE.
LEMON SQUASH.

FURNISHING DEPARTMENT.
WINTER SEASON'S GOODS JUST ARRIVED.
COMPLETE HOUSEHOLD FURNISHING.
LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS, &c. IN THE EAST.
ESTIMATES FREE.
LANE, CRAWFORD & CO.

SPARKLING WINES.
BURGUNDY.
PER CASE QUARTS 28.00
PINTS 28.00
HOCK.
PER CASE QUARTS 28.00
PINTS 25.00
H. PRICE & CO.,
12, QUEEN'S ROAD.

XMAS GOODS! XMAS GOODS!
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.
ALSO A FINE DISPLAY OF PARISIAN TOYS
FOR BOYS AND GIRLS OF ALL AGES.
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.
G. GIRAUDE,
6, QUEEN'S ROAD CENTRAL.

W. BREWER & CO.
CHRISTMAS CARDS!
CHRISTMAS PRESENTS!
FOR ALL AGES.
A LARGER STOCK THAN EVER.
Nos. 23 & 25, QUEEN'S ROAD.

LETTS AND SMITH'S DIARIES
LOLLINS and LETTS'S BLOTTING PAD DIARIES
TUCKER'S ELEGANT CALENDARS
ANGLO-CHINESE DATE BLOCK, &c., &c.

GOVERNMENT NOTIFICATION.
No. 1187.
TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.)
Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.
The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.
To be driven by single or twin screw engines at a speed of 24 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.
If of wood to be built of Java teak or Panaga crooks for frames, &c. with teak planking and hard wood ceiling.
The boats to be sheathed to well above the water line with 18 oz. yellow metal.
Tenders must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.
The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 30-ton tugboat.
One short mast forward for light and signalling and a teak wood dingle to be supplied with each vessel.
First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.
Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.
The Government does not undertake to accept the lowest or any tender.
Colonial Secretary's Office,
Singapore, 22nd October, 1900.

LESSONS IN FRENCH
NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate.
Please address—
B. B.
Care of Office of this Paper.
Hongkong, 15th December, 1900.

MASONIC BALL
A MASONIC BALL will be held in the City Hall on MONDAY, the 4th February, 1901.
Subscription list will be found in the Clubs and leading Ethical of the Colony.
For further information apply to the undersigned.
E. W. MITCHELL,
Hon. Secretary,
15, Queen's Road,
Hongkong, 24th December, 1900.

CHRISTMAS HOLIDAYS.
IN accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be CLOSED for the transaction of Public Business TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY), the 25th and 26th instant respectively.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
T. P. COCHRANE, Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
J. JACKSON, Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED.
GEO. W. F. PLAYFAIR, Chief Manager.
For the MERCHANTS BANK OF INDIA, LIMITED.
JOHN THURBURN, Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.
L. BERTRAND, Manager.
For the BANK OF CHINA & JAPAN, LIMITED.
J. C. BERGENDAHN, Manager.
For the YOKOHAMA SPECIE BANK, LIMITED.
TARO HODSUMI, Manager.
For the IMPERIAL BANK OF CHINA.
E. W. RUTER, Manager.
For the DEUTSCHE ASIATISCHE BANK.
H. SCHOTTLANDER, Acting Manager.
Hongkong, 19th December, 1900.

CHRISTMAS HOLIDAYS.
THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY), the 25th and 26th instant.
JARDINE, MATHESON & CO.
General Agents.
CANTON INSURANCE OFFICE, LIMITED, and General Managers.
HONGKONG FIRE INSURANCE CO., LD.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.
W. J. SAUNDERS, Secretary.
For the NORTH CHINA INSURANCE CO., LIMITED.
W. H. PERCIVAL, Agent.
For the CHINA TRADING INSURANCE CO., LIMITED.
H. P. WADMAN, Acting Secretary.
For the YANGTZE INSURANCE ASSOCIATION, LIMITED.
SHEWAN, TOMES & CO., Agents.
For the CHINA FIRE INSURANCE CO., LD.
GEO. L. TOMLIN, Secretary.
Hongkong, 20th December, 1900.

FOR SALE.
TWO POWERFUL HYDRAULIC PRESSES.
For further particulars apply to—
MESSRS. LAUTS, WEGENER & CO.
Hongkong, 5th December, 1900.

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
of Highest Quality and having Greatest Durability are therefore CHEAPEST.
JOSEPH GILLOTT'S PENS.
The Only Award.
Chicago, 1893.
NOMINATIONS FOR USE BY BANKS.
Barrel Pens, 225, 226, 262.
Slip Pens, 332, 306, 237, 100, 404, 7,000.
In Fine, Medium, and Broad Points.
THE NEW TURNED-UP POINT, 1032, 2837.

HONGKONG HOTEL.
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Males on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.
City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PUNKET'S GAP, THE PEAK, near the Train Terminus.
Tel. 58.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA, Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, Proprietor.
Hongkong, 8th September, 1900.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINKER" (1919)

AMERICAN SYSTEM OF DENTISTRY.
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF FOOTE & NOBLE).
Hongkong, 15th September, 1899.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ALL KINDS OF GOODS REQUIRED
FOR THE PRESENT FESTIVE SEASON

CAN BE PROCURED AT THE
HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF
CONFECTIONERY.

WINES AND SPIRITS OF THE
FINEST DESCRIPTION.

CIGARS AND CIGARETTES OF THE
BEST BRANDS.

PIPES, POUCHES, TOBACCOS AND
SMOKERS' REQUIREMENTS

GENERALLY.

FANCY BOXES, CUT GLASS BOTTLES,
PERFUMES AND ARTICLES SUIT-

ABLE FOR PRESENTS.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841.

BIRTHS.

On the 23rd December, at the Government Civil Hospital, the wife of Mr. CARL GROSS, of a daughter. Sydney papers please copy. (3254)
On the 19th November, at "Earlham," St. Margaret's, the wife of MOWBRAY HAWES, of Perak, Malay States, of a daughter.

MARRIAGE.

On the 14th November, at St. Paul's Church, Manungham, Bradford, by the Rev. E. Richards, M.A., Vicar, assisted by the Rev. E. Davis, M.A., Vicar of St. Mark's, Low Moor, Asquith, Henry, Shaw, Cecil, of the Hongkong and Shanghai Banking Corporation, to MABEL ERNESTINE, youngest daughter of the late J. C. GROVES, of Bradford, and Mrs. GROVES, of Grassington, Yorks.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 25th, 1900

CHRISTMAS-TIDE—in the closing year of the Nineteenth Century bids fair to be almost if not quite the most peaceful the age has witnessed. The sullen rumblings of approaching storm with which the year opened have quieted down and apparently passed away, and the world can keep its festival with a fair prospect that it is about to enter on an untroubled sea. So in the ancient times while the Halcyon built its nest nature to aid the task left off the elemental strife, and the year after its gales and uprisings closed in peace. But tranquil as were the Halcyon days, the sailor who, trusting too blindly and presumptuously on the good gifts of the gods, neglected the seaman's precautions, found no favour from OLYMPUS. For him the Halcyon brought no respite, and well might he deem himself lucky if with his unkempt bark he succeeded with whole skin in reaching the haven. Fortunately for us the promise of the time is better than was held out to the ancient mariner. The past year has been one of anxieties and turmoil. When it opened the sky was overcast, and no one could tell whence the threatened storm might come nor how soon it might involve the world in its circle. It was not that any particular nation was troubled; the feeling was universal. Britain was engaged in a war of which she had underrated the importance, and the birds whose delight it is to pounce on the wounded quarry were hovering about. France was smarting from the unpleasant revelations a military case had disclosed, and was momentarily reckless. The United States were not happy, for influences inimical to internal order and foreign peace were being dragged to the front. A wave of unsuspected ruffianism had passed through Europe; the Empress of Austria

had fallen its first victim, but the Prince of Wales had been attacked, the King of Italy had been murdered, and several other plots which involved the lives of nearly every sovereign in Europe were only discovered in time to prevent an equally fatal ending. During the course of the year broke forth the pent-up elements of savagery which had been assiduously nursed by the intruding woman who had seized the reins of power in China, and who, like revolutionists in all ages, saw her only hope lay in fire and slaughter. Fortunately the Dowager Tze Si with all her wild schemes was too ignorant to have studied the important question of the strength of the various nations, or even the forces they had momentarily at call in China. She had in vernacular reckoned without her host, and had to fly with the clothes she stood in before the forces the offended Powers were able to put in the field. But the most regrettable part of the bad business was the effect it had on the various Powers, who, instead of working towards a common end, permitted their common jealousies to come to the front. It would be too soon to affirm that these have come to an end, but it is satisfactory that the events of the last few weeks have materially improved the position and permitted some breathing space to be devoted to a better understanding of the position. A working agreement between Germany and Great Britain has materially aided this, and there is at last some hope that with the close of the year the tension has been materially lessened. It is not for us to search too intimately into the parts taken by the leading Powers, but it is a matter of congratulation that it has come about at the close of the year. Germany has in more ways than one indicated that her position was a friendly one, and seeing this there has been a marked diminution of those forces which tend towards disruption. Both in Great Britain and in the United States recent elections have shown that the people are not only united but know their minds, so that there is left little room for the agitator to make use of his sinister influence. On the whole then there are signs that the worst of the tempest is over, and all are beginning to enquire whether by a little yielding on the part of each some permanent ground of union may be found. At all events there is abroad less of the spirit of mere unfriendliness, and opportunities which might have been taken for showing an unfriendly feeling have been passed by or cleverly evaded.

We are informed that the Volunteer Ball will be held on Friday, 15th February. Tickets will be available early next week at Headquarters.

The visitors to the City Hall Library and Museum last week included 450 non-Chinese to the former and 369 non-Chinese and 2,548 Chinese to the latter institution.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Deutsche Kirchen und Schulgemeinde zu Hongkong, \$7.

The N.C. Daily News is informed that the Russian proclamation which it published recently as to the imposition of land-tax at Newchwang is an entire misconception arising from the ignorance of a Korean interpreter employed by the Russian authorities.

A late resident in Tientsin who has returned to England has, it is stated, applied to the Foreign Office for information as to where he should lodge his claim for £700, the value of his property lost during the siege. Lord Salisbury has replied that he is not able to say where the claim should be presented, but the question of indemnities will be one of the subjects for negotiation between the Powers in China.

The Shingao published on the 17th inst. a telegram from its correspondent in Peking, dated 16th inst., 2 p.m., containing two Chinese characters—"Ho-ting"—only. The purpose of the two characters is "Peace is assured." This is apparently intended to convey the idea that the Foreign Ministers in Peking have consented to recognise the validity of the plenipotentiary powers of Prince Ching and Li Hung-chang by the application of the Imperial seal on their commissions the other day.

The bazaar of toys promoted by the members of the Catholic Union for providing Christmas treats to the poor took place on Sunday afternoon, and was an unqualified success in every way, the gross amount collected being roughly about \$800. The hall of the Roman Catholic Orphanage was very tastefully decorated with numerous crackers and other reasonable decorations, among which we noticed the usual Christmas tree. On the south end of the hall was a small stage, and this was temporarily converted into a miniature tea-room, presided over by two young ladies who very charmingly dispensed hospitality. Besides this there were several other attractions, such as horse-racing, the saw-dust barrel, and the music discoursed by the fine band of the 3rd Madras Light Infantry. Altogether those who called were fully compensated for the trouble, and spent a very pleasant afternoon. The committee request us to thank the public for their liberal support, and to solicit their attendance this afternoon at 3 o'clock at the Orphanage, when Christmas treats will be dispensed to about 400 poor children.

Whilst German foreign trade has increased in five years by 40 per cent., it rose in the same period of time in Italy by 38, in the United States by 33, in Great Britain by 22.

The steamer *Amigo* and steamer *Sallberg* have been chartered till February next for the Haiphong trade, and the *Elita Nossack* has been taken up by a Bangkok firm to run between that port and Hongkong.

A resident of Singapore has received a private letter from Peking confirming the news conveyed by wire that Captain W. A. Watt-Jones, R.E., who was on a mission in Central China prior to the disturbances, has been slowly tortured to death westward of Kalgan.

It is understood, says the *Straits Times*, that there are as many as four applicants for the vacant appointment of Colonial Surgeon at Penang, viz. Dr. Kerr, promoted Principal Civil Medical Officer of the Straits Settlements, two from England and two from the Straits.

The Ven. Archdeacon Boyd, who has been in very poor health for a long period, says the *Times of Ceylon*, has, on medical advice, decided to go home, and will be leaving Ceylon about the 18th inst. It was intended at first that he should take a six months' holiday and rest at Nuwara Eliya, but owing to his health being much worse now, the doctors have advised a journey to England. He goes on six months' leave, and it is believed will not return to the island, though nothing has been decided on yet. During the absence of the Archdeacon, Canon Barradough, now acting as incumbent of St. Michael's, Polwatt, will act as Colonial Chaplain and Military Chaplain at Colombo.

The Brough Theatrical Company have arrived in Calcutta. Mr. Allan Hamilton, the Company's advance agent, in a conversation with a Calcutta newspaper-man, said:—"I think we are far stronger than when we were with you last. We could not afford to come were we not on our way home. I don't know how anyone could. Good as the business we do here is, I don't know that it would pay to do India alone. Brough and his wife are in first-rate form and are very glad to come back and see you all. They thoroughly enjoy themselves in Calcutta and often used to speak of the times they had when they were here before. Plague and rumours of plague stopped our coming last season."

Armstrong and Co.'s new hydraulic mounting for the 9.2 inch gun, which is to be the heaviest weapon carried by our new armoured cruisers, has been fitted in the *Drudge*, and will shortly be tested. The mounting is elevated considerably above the deck, and when covered in with its shield will look much like a barbet. This shield looks over the breech of the gun and gun's crew. In front, the curved plates are 4 inches thick, but the side and end plating is only 4 inches. The shield—or hood—is designed so as to give complete protection to the mechanism of the gun and to those operating it. A similar mounting by Vickers, Son, and Maxim is being erected for trial in the experimental gunboat *Excellent*.

The N.C. Daily News states that it has been shown a letter from Shen Tun-ho, a Taotai in rank, who was banished to Mongolia by the influence of Kang Yi when the latter accused him of destroying the Woonung forts. The letter is dated Kalgan, the 22nd ult., and Shen mentions his appointment by the Mongolian Governor as a commissioner to settle claims for foreign property destroyed in Kalgan and Mongolia, and adds that he is on his way to Peking. He mentions incidentally that he had got on very well with Count York and his officers at Kalgan, from which it appears, says the *Daily News*, that Count York's column certainly met with no reverse on their way to Kalgan, and that our Tientsin correspondent must have been misinformed.

The death of Ebrahim, which sad event took place at Bombay on the 25th ult., removes from the sporting world of India the most accomplished horseman and jockey of the day. Some years ago he jumped into fame as a jockey quite suddenly over the successes of the Arab horse *Turkish Flag*, and has ever since been in great demand all over India. No rider could get so much out of an Arab in a race as Ebrahim. For several years he rode for the late Ali bin Amer, but during the past three years and more had been with Aga S. Shah, and whether he was on an Arab or a horse of another breed rode a sterling race. He won all the principal races in Western and Southern India. In Calcutta last year he annexed several of the big events. He was a modest man and much liked by all who came in contact with him. The cause of death was lung trouble.

"Palinurus" writes in the N.C. Daily News, saying:—"At the present day we hear and read a good deal about the British Sphere of Influence in the Yangtze Valley, and it is not unlike the battle cry of 'On to Richmond' in the United States during the Civil War. The mastery inactivity on all sides is surprising, and this phraseology seems sufficient to shape the course while all goes to seed. The Yangtze River, if viewed in any light, is rather a neglected and unknown quantity. The British Admiralty charts are so obsolete and in want of correction that a British Navy Officer cannot trust to them to navigate. B.M. ships in the daylight, and the Navy is obliged to employ unlicensed pilots to guide the war-ships in these muddy waters, for, strange to say, there are no licensed pilots above Woonung. More wonderful still, it is the only place in the world where a British steamer can be manned and run without the captain and officers holding certificates. The lighting of the Yangtze has hardly been changed, since the river was opened to trade. "Palinurus" concludes:—"The Sphere of Influence in the future, we hope, will be less one-sided, and have more light in its programme."

Mr. W. Crake has been appointed Temporary Assistant Marine Surveyor.

A football match played at Singapore on the 11th inst. between teams representing England and Scotland ended in a pointless draw.

It is announced from Paris that M. Pichon, French Minister at Peking, will be appointed Resident-General in Tunis at the conclusion of the peace negotiations.

The Mysore mine, which was brought to a standstill some months back, as previously announced in these columns, will recommence milling operations as soon as good loaves have been found. The Caromand mine has suspended milling, pending reconstruction.

The total mortality from plague in all India during the week ending 24th November was 1,899, against 2,192 in the preceding week. The reduction, though not large, is significant for this time of the year, when the pest has hitherto shown a tendency to increase.

Mr. Stuart, a well-known Ceylon planter, was accidentally shot through the lungs on the 3rd inst. at Horapalla. A pin-fire revolver went off in his hand, shooting him through the wrist. He then fainted, still holding on to the revolver, and it went off again, the contents this time going through both lungs just above the heart.

Rumour has it, says the *Malay Mail*, that Mr. Gentle will be succeeded by Mr. Hugh Clifford as president of the Singapore Municipality. From a Singapore point of view, however, the *Straits Times* observes, this appointment would seem to be a bit of a drop from the gubernatorial chair of British North Borneo. Has Mr. Clifford heard the rumour?

The Russian Government has just ordered all cruisers belonging to the Volunteer Fleet to resume their commercial functions excepting three, which remain attached to the Russian Pacific squadron. Eleven volunteer cruisers, therefore, will recommence commercial voyages. These are now stationed as follows:—Five at Odessa, four en route from China, and two still in the Far East.

Sir Norman Stewart, who went out to China as a Brigadier-General, has now been promoted Major-General, says a home paper. He was wounded in the fighting on the way up from Tientsin to Peking, but at latest advices had quite recovered. He has been through various hard campaigns, and has always done good work. His brother Donald, who is also an old campaigner, has been British Resident at Coomassie since the war of five years ago.

The death occurred on the 12th ult. of Major Sir Francis George Thurlow Cunyngame, of Milnscroft, Ayrshire. The late baronet, who was born in 1835, succeeded his father, Sir Francis, in 1877. For some years he held a commission, first in the 3rd Middlesex Militia and later in the 5th Militia Battalion of the Rifle Brigade. He was twice married, first, in 1863, to the eldest daughter of the Rev. W. H. Bloxmore, rector of Stanton, Gloucestershire, and secondly, in 1869 (his first wife dying in 1864), to the eldest daughter of the late Mr. William Yeo, of Appledore, Devon, widow of Mr. J. F. Walton. The heir to the baronetcy is his son, Mr. Percy Cunyngame, born in 1867, and at present in the service of Rajah Brooke of Sarawak.

Anent the need for effecting a reformation of the present restrictive charges on tonnage to Australia, the *Times of Ceylon* writes in a somewhat spirited tone. It says that the commercial interests of the colony are at stake by the present system, but if a local combination could be arranged whereby a definite quantity of cargo at certain rates was promised, say for three years, it should be possible to attract outside steamers, for the leading steamship companies, in whose hands the producers and merchants are, declare that as a matter of business they must fill up. If they can, with cargo from Europe paying the full rates of say 72 shillings per ton. It was impossible on the terms trade is conducted to-day, to pay on cargo from Ceylon to Australia as much as it would cost to have it carried twice the distance. It was one of the curiosities of commerce, adds the *Times*, that by a direct service between New York and Calcutta, via Colombo, they had low rates to America; and that with regard to rates to Australia, they had the reverse of progress to report. That they ought to be able to ship to Melbourne and Sydney, as they could to New York, at 25 per ton all the year round, was obvious.

LOCAL MOVEMENTS.

The British transport *Ugna* arrived from Shanghai on Sunday.

Yesterday H. M. S. *Britomart* arrived from Canton, H. M. S. *Borlase* from Weihaiwei, and the storeship *Humber* from Weihaiwei. The gunboat *Lizard* left for Canton.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Preussen*, carrying the German Mails with dates from Berlin of the 26th ult., left Singapore on the 22nd inst. at 6 p.m., and may be expected here on or about Thursday night, the 27th inst. The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on the 22nd inst. p.m., and may be expected here on or about Monday, the 31st inst. The silk ex. N. P. steamer *Olympia* arrived in New York on the 21st inst.

POLICE COURT.

Monday, 24th December.

BEFORE MR. HAZLARD.

STEALING SUGAR.

Chik Ho, a fondness for sweet things, Ho and another coolie were seen by a lunkon in Des Vœux Road, carrying between them two bags of sugar, to the quantity of two piculs and valued at \$8. They dropped the bags and bolted when they saw the constable making for them, but the defendant, slow of foot, was overtaken and arrested.

He pleaded that he had been engaged by the man who got away, but the facts were against this story, and he was sent to prison for fourteen days with hard labour.

IMPORTUNING.

Leung Shing, with no particular place of residence, pleaded not guilty to charge of importuning passengers on Sunday at Aberdeen. A lunkon deposed that he saw the man accost four half-drunk Europeans and take them into a house.

Defendant, who said the Europeans caught hold of him and made him take them to the house, was sentenced to one month's hard labour.

THEFT.

A broker named Ng Ching was charged with stealing a blanket and a bed cover, total value \$5, from a coolie.

The defendant stated that the complainant owed him money, and that he took the articles to square the debt. As a reminder not to take the law into his own hands, he was sent to prison for fourteen days, with hard labour.

ASSAULTING A CONSTABLE.

A seaman from the *Austro* admitted having assaulted Chinese Constable 296 on Sunday in Queen's Road East, and not having the money to pay the fine of \$10 imposed, went to prison for three weeks.

ARTILLERYMEN IN TROUBLE.

Two gunners in the Royal Artillery were brought up on two charges—(1) behaving in a disorderly manner and damaging a public vehicle to the extent of \$5, whilst drunk, in Elgin Road, Kowloon, on the 23rd inst.; (2) assaulting the complainant, a ricksha coolie.

The first defendant pleaded guilty, but the second denied the charges. The complainant stated that he asked the men in Elgin Road if they wanted a ricksha. They striking him, with their clenched fists and damaging his vehicle. The second defendant, he was positive, also assaulted him.

Lance-Sergeant Smith, to whom the complainant reported the affair, said he found the men in Elgin Road. The first defendant was very drunk, but the second was sober, and helping him along. First defendant stated that the second accused had nothing to do with the matter, and the latter was discharged. The other on the first charge, was fined \$3 or eight days' hard labour, or to pay \$5 to the complainant as compensation, or, in default, a further term of eight days' hard labour; on the second charge, that of assault, he was discharged, the evidence not being of a nature to warrant a conviction.

BEFORE MR. KEMP.

STEALING FROM THE DOCK COMPANY. A coolie admitted having stolen two brass valves, the property of the Hongkong and Whampoa Dock Company, and was sentenced to three months' hard labour. A term of two months' hard labour for a similar offence had recently expired.

"JUMPING" A MAN'S SEAT.

Tang Ching Chi, a shopkeeper, was at the Cheung Hing Theatre on Sunday. Between the acts he went out to see a friend, and on returning, as he alleges, found another man in his seat. The other man—a boy in the employ of the Government Civil Hospital—refused point-blank to get out of it, and Tang promptly "went for him" banging him about and tearing his jacket. It appeared after all that the defendant had mistaken the seat, his faculties probably having been slightly cloudy after the visit aforementioned.

He paid the fine of \$10 imposed. LAYING IN A STOCK. Teang Kam is a coolie with a fondness for headgear. He was found with three felt hats in his possession, regarding which he could give no satisfactory explanation. The hats were valued at \$12.

He will have no opportunity of wearing any of them for three months to come.

CRICKET.

H.K.C.C. V. UNITED SERVICES. The following is the score for the first day's play:—

THE CLUB.	
P. Matland, at Johnson	16
T. Sercombe-Smith, b Franklin	28
F. Noble, b Franklin	0
B. D. Anderson, b Higgin	0
E. Men, b Higgin	0
T. A. Woodgate, at Strong, b Higgin	14
K. W. Mooney, b Higgin	12
A. Mackenzie, run out	22
J. E. Low, b Higgin	2
J. E. Low, not out	1
J. Hooper, at Krickensbeck, b Higgin	1
Extras	0
Total	124

UNITED SERVICES.	
Capt. Ainlie, 3rd M.L.I., b Woodgate	0
Lieut. Strong, R.M.L.I., b Woodgate	19
Lt. Krickensbeck, 22nd B.I., b Sercombe-Smith	18
Lt. Mayhew, R.M.L.I., run out	17
Capt. Wall, I.M.S., b Woodgate	22
Mr. Franklin, R.N., not out	9
Capt. Dray, A.P.D., not out	11
Extras	19
Total (for 5 wickets)	90

BOWLING ANALYSIS.

THE CLUB.		U.S.	
Higgin	12	4	9
Franklin	12	1	75

BELLIOS PUBLIC SCHOOL.

Mrs. Bateman desires to offer her sincere thanks to the following ladies and gentlemen for their kind contributions to the Prize Fund:—Messdames Murray Bain, Cooke, and Crawford, Sir Thomas Jackson, Hon. W. Goodman, Rev. & F. Cobbold, Hon. Dr. Ho, K. K. Mearns, A. W. Brevin, B. Brevin, B. Bellios & Co., Banker & Co., J. Gann & Co., Capt. Goddard, well & Co., J. Gann & Co., Holliday, Wise & Co., Jardine, Matheson & Co., C. T. Kew, Kelly & Walsh, David Sassoon, Sons & Co., H. N. Mody, Fung Wa Chun, Chan Pat, Ho Fook, G. J. W. King, R. Shewan, Li Po Sang, Man Yu Tong, See Woe, Sun Shing, Lock Hing, Tak Cheong, Wong Wing-chin, Leung Yan, Chey Cheng-li, Ng Chit-mai, Ahang, Anonymous, and Wei Lai-han.

PUNJON MINING COMPANY, LIMITED.

EXTRAORDINARY GENERAL MEETING.

Yesterday at noon an extraordinary general meeting of members in the above company was held for the purpose of submitting for confirmation as special resolutions the resolutions passed at the extraordinary general meeting held on the 8th December. The chair was occupied by Mr. D. Gillies. There were also present Messrs. Thomas Howard, R. C. Wilcox (Directors), W. H. Gaskell (Secretary), E. Edulji, Ellis Kelly, M. H. Michael, S. I. Michael, J. H. Cox, etc.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, the only business before the meeting is to confirm the resolutions passed at the meeting held on the 8th December last. I will now read the resolutions. They are as follows:—

1. That the capital of the company be increased by the creation and issue of 60,000 ordinary shares of \$10 each, with the sum of \$8 paid up on each, and that the directors be empowered and authorised to accept surrenders of the present 60,000 ordinary shares of the company of \$8 each on which the sum of \$8 each has been paid up, and that one new share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.

2. That of the remaining \$2 payable in respect of each of the new shares, the sum of \$1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such time and in such instalments as the Board may determine.

These are the resolutions which have to be confirmed at this meeting. I propose that they be confirmed, and shall be glad if any shareholder present will second the proposition.

Mr. KELLY seconded and the motion was carried unanimously.

The CHAIRMAN—That is all the business, gentlemen. I have to thank you for your attendance.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MOSQUITOES AND MALARIA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th December.

SIR,—It is very amusing to find a man who does not appear to understand the principle of the Humphrey Davy lamp setting himself up as an authority on such a difficult and complex subject as the causation of malaria.

Your correspondent "Visitor" says in his letter in your issue of Saturday that he thinks that Drs. Sambon and Low, who spent last summer in the most unhealthy part of the Campagna, owed their immunity from fever in part to the fact that their mosquito nets prevented the miasma from reaching them (on the principle of the Humphrey Davy lamp). I suppose "Visitor" means that the wire gauze of the Humphrey Davy lamp prevents the inflammable gases of which the miasma is composed from reaching the flame. Unfortunately for "Visitor's" argument, the reverse is the case. Fire-damp passes freely through the gauze of the lamp and actually burns inside, but the metallic gauze conducts the heat away so quickly that the flame will not pass through the gauze and ignite the gases on the outside. Anyone may prove this for himself by holding a piece of wire gauze over a turned-on gas-burner and lighting the gas above it.

If "Visitor" is still sceptical about miasma passing through mosquito nets, let him, protected by a mosquito net, sleep in a room with the gas-burners turned on. I for one should be well assured that by next morning Hongkong would be rid for ever of a "Visitor" who was doing his little best to hold back the progress of science and retard the advance of truth. Again "Visitor" appears to find it a great stumbling block to the acceptance of the malaria mosquito theory that no one can explain how the first fever germ started. Curiously enough a friend asked me the same question, viz., how did an anopheles mosquito first get a fever germ into him, and I could only answer in the same way as the local "masias" and refer him to the origin of all living things. I cannot see why this is a difficulty. Let us take one or two parallel cases. Mistletoe is a parasitic plant growing on several kinds of trees. One might almost call it a disease of the tree, since it weakens the tree by absorbing the sap for its own growth. Birds eat mistletoe berries and deposit the seeds about in various places. Some seed finds a resting-place in a crevice of a suitable tree and grows again into a bunch of mistletoe. Because no one can tell how first a tree became attacked by mistletoe, or how a bird first came to have a mistletoe berry inside it, this want of knowledge does not in any way disprove the fact that mistletoe is a parasitic growth on trees, and that it is transmitted from tree to tree by birds.

Another instance which is perhaps more apposite. One form of tape-worm which inhabits the intestines of man gets there by man eating pig's flesh in which the worm exists in an embryonic encysted form. These embryos on getting into a man develop into a tape-worm, which lays eggs at the rate of several thousand per day. Some few eggs finally get swallowed by a pig, and in the pig develop into the encysted form which imbeds itself in his muscles to be again eaten by man, and so the cycle of the life of the tape-worm goes on. These are well ascertained facts, but who can say how the first got the embryonic tape-worm? We can only say it is a part of the scheme of nature, which is only another way of confessing our ignorance. Almost exactly similar is the malarial germ. It is a true living parasite, living in the blood of man and passed from man to man by a certain variety of mosquito, but how one knows how or when it first originated in nature. Nor does our want of knowledge in this respect in any way disprove the malaria mosquito theory. "Visitor" tells us he is a practical but not a medical man. Many such are experts with the microscope. Has "Visitor" examined the malar-

rial parasite in the blood of a fever patient? Has he seen the parasite in its various stages of development in the mosquito gland till it finally gets into the mosquito's salivary gland ready for injection into a human being? I think he cannot have seen them, else had he been a convert. And if he has not seen them, what right has he, may I ask, to palm off his old time views on an enlightened society? Let him go and study the subject microscopically and otherwise, and after that perhaps he may be more fitted to teach the public through the columns of a daily paper. One thing is certain, and that is that malaria is a parasitic disease, that the parasite is a living organism which has its habitat in man's blood corpuscles; it is taken up by mosquitoes with the blood, and in one species (anopheles) finds a suitable host in which to grow. In that mosquito it undergoes certain changes, increasing and multiplying and finally gets injected with the salivary secretion into whatever the mosquito bites. If it is a man, that man will probably get an attack of fever; not certainly, however, because the man may be sufficiently resistant, so that if he only gets a small dose of malarial germs his blood may succeed in preventing the malarial organism from growing. Of course this proves nothing against a possibility of some other way of entry, except that we find that nature is almost always uniform in her methods designed for the propagation of species. However, whether malaria can be got in some other way or not, we know for certain that it can be disseminated by anopheles mosquitoes. Surely then it is our duty to try and diminish malarial fever by getting rid of mosquitoes, even if we cannot hope to get rid of it altogether.

MEDICO.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 23rd December.

SIR.—Two of the many sequelae of malaria are pronounced irritability and an unwonted excitability. It must be pretty plain to the most casual even of your many readers that "Visitors" is suffering acutely from both these painful after-effects. He has formed his opinion as to the causes of the disease; and as, in his peregrinations about our sea-fretted, nook-shotten island home, he sees, on all sides, abundant evidence of Dr. Manson's theory being actively worked out, he incontinently flies into a towering passion, and splutteringly confides his views unto you. May I be allowed to remind him that sobriety of language does not detract from the value of any statement, though never so hare-brained; whereas violent epithets, as an almost invariable rule, boomerang-like, return with most damaging effect? Temperance of expression is as admirable in the ephemeral production of a journalistic free lance, as in the signed article. The opposite quality, as not infrequently leads to exaggeration, and, at times, even to self-contradiction. "Visitors" young men who have lived in the tropics for two or three years immune from malaria, though bitten by millions of mosquitoes ("Epidemiologia verba"), prove him guilty of the failing first named: while cursory comparison of the loose-jointed first sentence of the second paragraph of his letter, with his flippant "word of warning" at the end of his remarkable lucubration, clearly convicts him of the second and more serious fault. He unctuously prides himself on being a "practical" man, on his "common sense" etc., etc., *ad nauseam*. The scientific man, for whom he makes no effort to disguise his vitriolic contempt, is nothing if not practical, and is, moreover, eminently gifted with a good fund of common sense. The main difference between the "man in the street" and the man of science is that the former applies his commonsense in a haphazard, off-hand style, while the latter does so in an orderly manner. Science, in its broadest meaning, is but the methodical and organised use of everyday commonsense knowledge.

"Visitors" should speak for himself, and not drag "all other practical men," like or loath, into the same net of entanglement that he himself is, ride the last three lines of his first precious paragraph. Personally, I strongly object to support him: and I imagine that others will also range themselves against him.

His letter contains several inaccuracies of fact. He says two men took part in the Ostia experiment. There were three—Drs. Sambon and G. S. Low, of the London School of Tropical Medicine, in addition to Signor Terzi. He says the experiment was not long enough. Indeed, Sir Ormrod! Why, the place chosen has so evil a reputation, that the inhabitants of Rome—which is quite near, while Hongkong is very far—consider that to sleep there is alone sufficient to contract severe fever. Not a few thought the three men above named incurred the gravest risks.

Again, "Visitors" reference to the Humphry Davy lamp, far from being the palpable hit intended, is an apt illustration of that cocksure, free-and-easy manner with which your ordinary practical individual blazes abroad his poor smattering of scientific information. As any coal-miner of experience can tell him, the safety of the lamp in question depends, not on the fallacious supposition that the wire-gauze acts as a filter shutting-out the highly explosive mixture of light carburetted hydrogen and atmospheric air, but on the fact of its cooling properties. The dangerous mixture of gases, as is well known, actually enters the lamp and burns inside; but—this is where he has gone astray—the wire gauze so far cools the escaping products of combustion that they cannot heat to igniting point the mixture which is outside and in immediate contact with the miner's lamp. The mosquito-proof hut used in the Campaign experiment was no more of a filter to the surrounding night air than is the metal gauze of the coal miner's lamp to the deadly fire-damp. The three men breathed the same air inside their specially built hut as they would have done in an unprotected dwelling erected in the

same locality. They were fended off from mosquitoes only; hence their resulting freedom from malaria.

Any one who has intelligently followed the experiments that have been and that are still being carried on in connection with the deeply engrossing subject of malaria and mosquitoes, acknowledges that the female anopheles is the mere agent of transmission—nothing more. As to the ultimate source of the fever germ, that has yet to be discovered. The entire theory is at present but in its early infancy. We are undoubtedly on the threshold of astounding discoveries in this direction. Yellow fever has recently been traced in Cuba to inoculation by *Culex fasciatus*, a species of mosquito, particularly tiresome during the rains in certain regions. The *Philadelphia Medical Journal*, at the end of October, contained an interesting report of practically conclusive experiments made by the United States Army Surgeon in Cuba, demonstrating this fact. Three doctors allowed themselves to be bitten experimentally; all suffered from the disease, and one, a martyr to science if ever there was one—a mosquito-bite, or a mosquito-manic, "Visitors" in his uncharitable ignorance, would dub him—unhappily succumbed.

All kinds of theories to account for malaria have, at various times and in different localities, been propounded; and by turns practically every condition prevailing in malarial districts has been blamed. A given theory is, of course, acceptable as long as it satisfies observed phenomena. As soon as it fails to do so it is rejected. It is highly probable that malaria has no more to do with any of the three forms of malaria than opydelcos have with planetary motions.

It was surely in delicate irony or veiled railery, Mr. Editor, that, in your Thursday's issue, you styled "Visitors" crowded-out communication interesting?

I might go through his extraordinary letter and traverse his statements in detail. I think, however, I have written enough to prove that he is not yet able to lead or guide us in the matter. He had far better stand humbly aside, and leave the task in the hands of those who are specially trained for the work.

Apologising for my length, and enclosing my card, I am, dear sir, yours, etc.,

RESIDENT.

THE TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 24th December.

SIR.—In reply to the letter of to-day from the General Managers of the Tramways Co., I beg to state—

Firstly, the obvious and easiest remedy of my grievance is the erection of a platform on the east side of the line at Plantation Road Station and a slight alteration of the cars. This is not impossible.

Secondly, another remedy is a hoisting gangway similar to those used by the Ferry Company's double-enders, to be raised and lowered as occasion required. This I am not sure about, but I think it possible.

Thirdly, there are five lines of rails at the Plantation Road Station, including the two rails for use by the brakes. On the two rails nearest the present Station, place a small platform or trolley on wheels. The car on the eastern line would carry it up in a similar manner to the "dopresser" to the top-side station. It would bring it down again on the return journey, drop it by means of detachable gear at the Plantation Road Station, and when the car on the western rails arrived at this station on its upward journey, the trolley is there (the objectionable rope underneath it) for passengers to step on to before getting on to the platform. This car would then continue its journey up and down without in any way interfering with the suggested trolley.

I hope the explanation of my suggestion will be understood, if not, I shall be glad to call and see the General Managers and explain it fully. It may interest them to know that in the course of conversation with Messrs. Orange and Buyers, their consulting engineer and manager respectively, I put this last suggestion before them and they both considered it practicable.

I think there may be other ways of getting over the difficulty, but not being an engineer I am not able to suggest further.

Suffice it to say, "Where there's a will there's a way," and if the General Managers take the matter up seriously they will find a means of doing it and so earning the gratitude of a large number of the residents of the upper levels, including yours, &c.,

PEAKITE.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 24th December.

SIR.—The letter from the General Managers of the above Company, as published in your columns of to-day's date, furnishes but another instance, if more were indeed needed, of their inexplicable reluctance to consider the comfort or convenience of those who help them to pay splendid dividends. It is so wholly characteristic of them to ask, publicly too, for gratuitous expert advice. After the magnificent returns of the working year just ended, their questionable policy of turning an absolutely deaf ear to what amounts to a serious grievance to passengers getting on and off at Plantation Road is, to say the least, more quixotic than ever. Yours, etc.,

HILLS.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1432-1]

FUND IN AID OF SUFFERERS FROM THE TYPHOON.

The Hon. Treasurer begs to acknowledge receipt of the following amounts to the above Fund, and will be glad to receive further subscriptions:—

Previously acknowledged £50 & \$17,352.20	
Wing Kee & Co.	250
Hongkong & Shanghai Bank	250
Computers	150
A. Bunjahn	100
Chi On	100
Chan Shek Shan	100
Wong Chuk Yau	100
Mok Tse Tsun	100
Pacific Mail S.S. Co. Comptroller	100
Leung Yau Po	100
Li Pak	100
Yee Kow	100
Wong Shiu Tang	100
Wai Lun Shok	100
Yung Hin Pong	100
Tang Cheuk Hong	100
Wau Ho	100
Yeung Lam Kee	100
Tsui Chan	100
Canton Insurance Office, Ltd.	100
Hongkong Fire Ins. Co., Ltd.	100
E. E. Telegraph Co.	100
Nam Cheong	70
Wu Lun	70
Ke Long Tai	60
Shing Sing	60
Shing Sing Refig. Co., Ltd.	50
Cheong Loong	50
A. Tack & Co.	50
Wong Yu Chuen	50
Dohwell & Co., Ltd. Comptroller	50
Siemssen & Co. Comptroller	50
Brayley & Co. do.	50
Cheung Kam Tin	50
Tong Wan Chiu	40
Ming Kee	40
Yee Wo	40
Yuen Eeong Yuen	30
Fook On Cheong	30
Fook Lee	30
Tai Chan	30
Kwong Hung Shing	30
Siu On Leong	30
Ta Wing	30
Kwong Yuen Shing	30
Kwong Fook Loong	25
Chi Chung Wo	25
Hang Tai	25
On Tai	25
Tan Cheong	25
Yeung Cheong Sing Kee	25
Yee Sing Leong	25
Loo Chung Kin	25
S. J. David & Co. Comptroller	25
Ip Chuk Kai	25
Meyerink & Co. Comptroller	25
Wong Shu Tong	25
Wassanull Assamull	25
Ng Shi Chi	20
N. Y. K. Comptroller	20
Yokohama Specie Bank Comptroller	20
Arnold, Karberg & Co. Comptroller	20
Tong Lai Tsun	20
Leung Sing	20
A. G. Roume	20
A. H. Chino	15
C. A. Camroddin	10
Henermann, Herbst & Co.	10
Carlovitz & Co. Comptroller	10
Tak Lee	10
Kwong Wah Cheong	10
Cheong Loong	10
Yee On	10
A. Babington	10
Dr. Francis Clark	10
John Meier	10
F. Hohake	10
E. Thong	10
And. Gohemann	10
Dr. Gerlach	10
H. D. Jones	10
C. Hagg	5
A. Rodger	5
J. Meek	5
H. Webster	5
J. Cartledge	5
J. N. Macdonnell	5
L. C. de Rozario	5
J. J. Leiria	5
Aug. J. de Rozario	5
H. J. M. de Carvalho	5
F. M. Rodriguez	5
G. A. Woodcock	5
J. J. Bryan	5
E. G. Fligg	5
Dhanumal Chellaram	5
L. Noronha	5
C. Chee Bee	3
C. L.	3
Jmo. M. E. Machado	3
A. C. More	3
J. Dickie	3
B. C. Postwalla	3
R. D. Vania	2
F. J. V. Jorge	2
E. J. Xavier	2
W. Flacher	2
E. D. Rogers	2
H. White	2
V. I. dos Remedios	2
L. G. d'Almeida e Castro	2
A. Cameron	2
A. Bain	2
T. Blair	2
R. Adam	2
J. Rodger	2
T. Bailek	2
J. Glynn	2
H. E. McKenzie	2
E. Smith	2
J. McCordale	2
C. Lee	2
J. Gallreath	2
J. Lee	2
L. E. Brett	1
F. Fisher	1
W. H. Woolley	1
J. Reidie	1
H. J. Knight	1
A. Brown	1
F. Allen	1
P. O'Donnell	1
James P. O'Connell	1
F. M. Freire	1
E. E. da Silva	1
P. M. N. da Silva	1
J. M. de Graca	1
F. M. P. da Graca	1
A. F. dos Remedios	1
A. J. M. Gomes	1
D. A. Cordeiro	1
J. A. de Brito	1
A. A. Alvares	1
V. F. V. Ribeiro	1
E. M. Roberts	1
A. S. de Roz	1
A. A. Alvares	1
E. S. Marques	1
A. E. S. Alves	1
J. M. Gomes	1
J. F. C. de Roz	1
J. A. de Carvalho	1
C. M. P. Remedios	1
R. R. Roberts	1
J. M. S. Alves	1

A. M. P. Remedios	\$1
B. H. d'Ambrino	1
J. M. P. Silva	1
J. J. Monteiro	1
E. J. Figueiredo	1
F. M. de Graca	1
C. Danenberg	1
C. E. Osmund	1
I. F. Leon	1
H. Hyattman	1
D. A. Cordeiro	1
G. dos Remedios	1

£50 & \$21,745.20

MR. T. H. WHITEHEAD ON CHINA.

Speaking at a dinner of the Imperial Liberal Council at the Hotel Cecil, London, on 12th ult., the Hon. T. H. Whitehead, said:—
The total foreign trade of China aggregates some £70,000,000 per annum, and the British Empire, including India, shares in this trade to the extent of about 60 per cent.—Having lived in the Far East upwards of twenty-six years, I have had a varied experience of China and the Chinese. The recent troubles in China were exceptional and should receive exceptional treatment at the hands of the British Government. The troubles were brought about by the European Powers annexing or stealing Chinese territory. Regarding affairs in the Celestial Kingdom there was no greater living authority than Sir Robert Hart, for many years Inspector General of the Imperial Chinese Maritime Customs, and his somewhat remarkable essay, "The Peking Legations," a national uprising and an international episode, in this month's *Fortnightly Review*, is deserving of careful study and every consideration. The China problem is one of the greatest the world has ever had to face, inasmuch as the European Powers have to cope with about 25 per cent. of the total population of the world. The Chinese are a virile race, amenable to reason and most easily governed if skillfully guided. They can, he felt, be led but will not be driven. During my residence in Hongkong the British Bank Institution I have the honour to represent there has turned over with its Chinese customers commercial transactions aggregating many tens of millions of pounds sterling, and the bank has not lost a penny by any one of its Chinese constituents. It affords me great gratification to thus testify to the commercial solidity, the integrity, and the financial soundness of the Chinese merchant, trader, and banker. The Chinese behave in and are more friendly disposed to the British than to any other foreign power. With fiscal reform the trade of China is capable of almost immeasurable expansion, and fiscal reform would largely help in the solution of the China problem. In this connection Chinese statesmen would welcome skilful guidance from the British, as they know full well that England has accomplished in bringing about and establishing fiscal reform in Egypt. What is urgently needed in China is another Lord Cromer.

OFFICIAL REPORT OF THE GERMAN EXPEDITION.

The official report concerning the German Expeditionary Force to the Far East contains a number of interesting details which are now made known for the first time; 5,570 horses have been procured at the immense cost of £672,899. It was out of the question to send German horses to the Far East through the Red Sea and the tropics during the hottest season of the year, nor could China be reckoned upon to supply a sufficient number of serviceable mules, camels, and pack animals, and field appliances for the new mode of warfare were got together. As this material had to be taken from the supplies stored up in case of war, steps will be taken to replace it by April 1, 1901. Only the material for two mountain batteries had to be bought, as it was not comprised in the army stores. The equipment of the force with arms, ammunition, and field appliances had been so well provided for, that no reserve reinforcements will probably be necessary. The food supply sent out with the force is sufficient to meet all demands for some long time, and in any case fresh supplies could be despatched from Germany before the present supplies came to an end. An adequate supply of winter clothing was provided in view of the difficulties of quick transport in China. Both the clothing and general equipment given out to every man were made in view of the special conditions of life on the voyage and also in China. Six field hospitals can accommodate 1,200 men, and tents for the sick, movable barracks, and wood for building barracks have also been taken out, and their use will furnish accommodation for 1,000 men. The hospital stores already in China will meet the wants of 3,000 sick and wounded for four months. The official report shows very clearly that the authorities have taken the greatest possible care in every direction to ensure the comfort of the German troops in China.

THE POLLARDS IN CALCUTTA.

We have received from a correspondent in Calcutta the following remarks, which will interest our readers, as the Pollard Company is so soon to visit us:—
After a lapse of over three years we have again Pollard's Lilliputian Opera Co. delighting us. The present company is the youngest, cleverest, and largest company ever brought to the East. The youngest performer is 5 and the eldest 13 years of age and the company numbers in all 49 members. They engage to local men, as they carry a full orchestra, limelight, and stage hands.
Their opening performance (*The Geisha*) attracted an enormous audience, and not a single person went away disappointed. Bright and sparkling from start to finish, the children seem to throw themselves heart and soul into their work, enjoying it by appearances as much as we. The darling of Calcutta is Miss Madge Williams, a mite of 6, who has taken us by storm from the moment she arrived by rickshaw as Molly Seymour. Miss Agnes Turner, whose experience of this world has been gained in 6 years, also, by her rendering of *The French Maid*, shows herself to be a born little dancer and actress. Master Willie Pollard, aged 9, is "Wun Hi," and his antics, by play and postures make one leave with the side aching from laughter. But to crown it all, we find a midget of 5, Miss Daphne Trot, as the midget, and it is really worth the price of admission to see that child alone. All the young performers are excellent, but the above are so much higher than the common that I could not pass them. The scenery and costumes were, as we are used to seeing them with Pollard's Co., very correct and lovely, every detail being attended to. Another thing was much appreciated, and that was the excellence of the company's own orchestra brought from Australia. This consists of two violins, flute, clarinet, cornet, French horn, and bass, and they play as an operatic orchestra would. The Lilliputians' next performance is *The Belle of New York*, for which we are waiting anxiously.

ANOTHER TRIBUTE TO THE MERCHANT SERVICE.

The following letter has been received by the Merchant Service Guild, the same having been addressed to the captain of the transport steamer by Captain Sir Edward Chichester, R.N., the principal Transport Officer in South Africa, previous to his departure for home:—
Naval Transport Office, Capetown.
"Before relinquishing my position of Principal Transport Officer in South Africa, I desire to convey to the masters of the several transports who have come under my orders, my appreciation of the ability displayed by, and co-operation received from, the masters, officers, and crews, and in bidding them farewell, and wishing them future prosperity, I wish to express my pride at having been associated with the magnificent mercantile fleet which has conveyed the Army to South Africa with such expedition, satisfaction, and safety."
E. CHICHESTER, Captain, R.N., Principal Transport Officer, South Africa.

RUSSIA AND MANCHURIA.

The *Daily Mail* correspondent in Paris says it is believed in well-informed quarters in that city that a secret treaty has been concluded between Russia and China with respect to Manchuria. This treaty was discussed at the recent visit paid by the Chinese Minister to the Russian Court at Yalta, in the Caucasus, where the Tsar and Count Lamsdorf were staying. "This treaty is believed to ensure, to the fullest possible extent, the Russian military occupation of Manchuria, which will remain Chinese in name, thus avoiding the charge of annexation." Concessions will be granted to Russian subjects only, and it is on this point that Russian agreement is likely to be tested. The correspondent of the *North China Herald* asserts that the Russian troops are not thinking of a campaign in Mongolia and are carrying out no military operations in Manchuria, but are confining themselves strictly to the protection of the territory belonging to the Manchurian Railway. The correspondent also declares that the Governor-General, the divisional officers, and the chief engineer of the railway, are earnestly endeavouring to restore good relations between Russians and Chinese, and that the Chinese have returned to the railway and resumed work.

TO LET.

GODOWNS TO LET.

AT WANCHAI AND WEST POINT.

Apply to—
EDWARD OSBORNE, Secretary, Hongkong & Kowloon Wharf & Godown Co., Ltd. Hongkong, 6th December, 1900. [324-0]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS.

A HOUSE IN HIFON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 9th October, 1900. [61]

TO LET.

FOR SIX MONTHS FROM NEXT SPRING, A FURNISHED HOUSE, near 150aven Road, 5 Rooms.

Apply to—

Care of Office of this Paper. Hongkong, 5th December, 1900. [3072]

FURNISHED HOUSE TO LET.

"THE EYRIE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK. For Terms and Particulars, apply to—

R. C. WILCOX, 8, Beaconsfield Arcade. Hongkong, 6th November, 1900. [2823]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to—

S. J. DAVID & CO. Hongkong, 16th July, 1900. [1945]

TO LET.

NO. 6, RICHMOND TERRACE.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED. Hongkong, 31st October, 1900. [2545]

TO LET.

FURNISHED HOUSE in KOWLOON for seven months, from the end of March, 1901.

Apply to—

MORE & REIMUND. Hongkong, 20th December, 1900. [3211]

TO LET.

BISNEE VILLA, POIFULUM ROAD.

Apply to—

LINSTEAD & DAVIS. Hongkong, 1st December, 1900. [3023]

BOARD AND RESIDENCE.

MRS. GILL AND SONS.

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER.

Hongkong, 1st January, 1892. [2602]

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST.

FELIXSTOWE, SUFFOLK, ENGLAND.

Hongkong, 23rd August, 1900. [2253]

INSURANCES.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO. Agents. Hongkong, 2nd April, 1900. [1023]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO. Agents. Hongkong, 16th November, 1892. [21]

NEW ADVERTISEMENTS

TO PARENTS desirous of sending Children to England.—A doctor's widow (young) residing in Hampshire with her two children, ages four and two respectively, will be glad to receive a child (or two) to bring up. Terms moderate. Good references given and required. Apply—ALEXANDER PATRICK, Care of J. & R. Morley, London, England.
Hongkong, 25th December, 1900. [3252]

NOTICE

THE PARTNERSHIP between the undersigned in the business of TAILORS, carried on in the name of the undersigned, W. HOUGHTON, at No. 16, Queen's Road Central, is dissolved as from the 1st October, 1900.
(Signed) J. H. DREWES.
(Signed) R. W. HOUGHTON.
Hongkong, 21st December, 1900. [3251]

PRELIMINARY NOTICE

THEATRE ROYAL CITY HALL
ON
WEDNESDAY,
JANUARY 9TH, 1901.

AFTER AN ABSENCE OF 4 YEARS,
GRAND RETURN VISIT

POLLARD'S LILLIPUTIAN OPERA COMPANY
OF 50 PERFORMERS,

IN
THE CHARMING JAPANESE OPERA

"THE GEISHA,"
FOR 2 NIGHTS ONLY.

GRAND CHORUS AND ORCHESTRA
OF 30.

Under the Direction of Mr. A. R. MOUTON.
Stage Manager, Mr. A. GOULDING.
Scenic Manager, Mr. E. J. POLLARD.
Ballet Mistress, Miss ANNIE MOORE.
Head Mechanist, Mr. E. VENTON.
Lime lights under Mr. E. COUNSELL.
School Mistress, Miss FORD.

PRICES AS USUAL.

A. LEVEY,
Business Manager.
Hongkong, 25th December, 1900. [3253]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI
THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be detached for the above ports TO-MORROW, the 26th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 24th December, 1900. [3247]

FOR YOKOHAMA AND TSINGTAU.

THE Steamship
"FREIBURG,"
Captain Proesch, will leave for the above ports TO-MORROW, the 26th inst., at 4 P.M.
For Freight, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 24th December, 1900. [3249]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"PREUSSEN,"
OF THE NORDDEUTSCHER LLOYD.
Captain E. Proesch, due here with the outward German Mail about the 27th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 24th December, 1900. [8]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"DIAMANTE,"
Captain A. Ramsay, will be despatched as above on FRIDAY, the 28th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th December, 1900. [3248]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 24th December, 1900. [1]

NEW ADVERTISEMENTS

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"GISELA"

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before noon on the 30th of December, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th of December will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 24th December, 1900. [6]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.
THE Steamship
"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
This Vessel brings Cargo:—
From Trieste, ex s.s. "Clio."
Optional cargo will be discharged here unless notice to the contrary be given immediately.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 30th of December, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th of December will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 24th December, 1900. [6]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.G.L. Steamship
"FREIBURG,"

Captain Proesch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 24th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.
All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 24th December, 1900. [3250]

ROBINSON PIANO COMPANY, LIMITED,

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS OF

IRON FRAME PIANOS.

3215, 3230, 3245, & 3400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are also

UNEQUALLED IN THE COLONY.

Please see them before deciding.

Others by
COLLARD, BRINSMED, RACHALS.
Hongkong, 25th December, 1900. [2873]

AUCTION

GOVERNMENT NOTIFICATION.
No. 670.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on THURSDAY, the 27th day of DECEMBER, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th December, 1900. [3215]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on THURSDAY, the 27th day of DECEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Fuk Tsun Haung, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1.	1.114	55 56 00	80	4,540 33 00
2.	1.115	56 56 15.6	13.6	756 6 15.2

Kowloon Island Lot No. 1,114

1.115

1.116

1.117

1.118

1.119

1.120

1.121

1.122

1.123

1.124

1.125

1.126

1.127

1.128

1.129

1.130

1.131

1.132

1.133

1.134

1.135

1.136

1.137

1.138

1.139

1.140

1.141

1.142

1.143

1.144

1.145

1.146

1.147

1.148

1.149

1.150

PUBLIC COMPANIES

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company, 38 & 40, Queen's Road Central, on THURSDAY, the 27th day of December, 1900, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 26th inst., both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th December, 1900. [3137]

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LD.
IN LIQUIDATION.

A MEETING of SHAREHOLDERS will be held at the Office of the Company, No. 14, Des Vaux Road Central, on SATURDAY, 29th of December, at 11.45 A.M., to receive the Final Statement of Accounts of the Liquidator.

L. LAMBOTTE,
Liquidator.
Hongkong, 22nd December, 1900. [3233]

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LD.

INCORPORATED 1899.

THE SECOND GENERAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 14, Des Vaux Road Central, on SATURDAY, 29th of December, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th of September, 1900, with the Report of the Directors.

LUTGENS, EINSTMAN & CO.,
General Agents.
Hongkong, 22nd December, 1900. [3234]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, 25th 31st day of December, 1900, at 12 O'CLOCK NOON, when the undermentioned Resolutions will be submitted to the meeting.

Should those Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

PROPOSED RESOLUTIONS.

1.—That the following Article be inserted after Article 8, namely:—

"6A. The Directors may issue Certificates for fractions of Shares, and provide for the Exchange of such fractional Certificates amounting to a whole Share or number of Shares for Certificates of a whole Share or Shares."

2.—That in Article 11 the figures "4,000" be substituted for the figures "1,000."

3.—That the existing Shares in the Capital, namely 12,500 fully paid up Shares of \$125 each, be subdivided into 31,250 fully paid up Shares of \$50 each.

4.—That in Article 47 the figures "10,000" be substituted for the figures "2,500."

5.—That in Article 53 the words "Four Thousand" be substituted for the words "One Thousand."

6.—That in Article 62 the words "for every complete additional number of Forty Shares" be substituted for the words "for every complete additional number of Ten Shares."

7.—That in Article 71 the words "more than twelve or less than six" be substituted for the words "more than nine or less than four."

8.—That in Article 73 the words "two hundred" be substituted for the word "fifty."

9.—That in Article 96 the words "and bonuses" be deleted, and that at the end of the same Article there be added the following paragraph, namely:—
"The Directors may also, with the consent of, and in such manner, and upon such conditions, and at such times as shall be authorised by Shareholders in meeting, employ the Reserve Fund for the time being, or any part thereof, in the payment of a bonus or bonuses to Shareholders in respect of every Share and fraction of a Share."

By Order of the Board,
D. GILLIES,
Chief Manager.

Hongkong, 19th December, 1900. [3205]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1.00 per Share, made PAYABLE at this Office on the 5th October, 1900, on Shares numbered—

10801—11000
11286—11335
11536—11585
11786—11835
14386—14485

must be paid to the undersigned at the Offices of the Company, 38 & 40, Queen's Road Central, Victoria, Hongkong, on or before the 2nd day of January, 1901, and Notice is also given that in the event of non-payment of such Call at the Offices of the Company aforesaid, on or before the said 2nd day of January, 1901, the above-named Shares will be liable to be FORFEITED.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th December, 1900. [3204]

THE NAGASAKI ROLLER FLOUR MILLS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, 38 & 40, Queen's Road Central, Victoria, Hongkong, on MONDAY, the 14th day of January, 1901, at 4 O'CLOCK in the Afternoon, when the subjoined resolution which was passed at the Extraordinary Meeting of the Company held on the 20th day of December, 1900, will be submitted for confirmation as a special resolution. "That the Company be wound up voluntarily."

Should the resolution be confirmed, a further resolution will be proposed at the same meeting for the appointment of Frederick Ringer to be Liquidator for the purpose of such winding up.

By Order of the General Managers,
H. U. JEFFRIES,
Agent.

Hongkong, 22nd December, 1900. [3237]

ENTERTAINMENTS.

THEATRE ROYAL CITY HALL.

TAYLOR-CARRINGTON COMPANY'S

GRAND HOLIDAY SEASON.

BOXING NIGHT, 1900.
on which occasion will be produced for the First time in China the wonderfully successful Musical Extravaganza
"TONY TOMMY ATKINS."
Played by the T. C. Co. in India over 200 times.
ACT 1, ENGLAND. ACT 2, SOUTH AFRICA.
"TONY TOMMY ATKINS"
Introduces to Hongkong Playgoers:—
TOMMY ATKINS.
GENERAL HORSANFUT.
REMY MR. SMUGGLED.
DRUMMER MOSAWEE.
BUGLER McSWEET.
PRESIDENT STEYN.
KRUGER—OOM PAUL.
SERGEANT McSPOOFER.
And
BABS.
THE FRENCH MAID.
LADY CONSTANCE CLIVE,
and
THE GEISHA,
and Vocal Selections from:—
OUR LADS IN BLUE, THE DANDY FIFTH, TOPPER, THE HORN, MISSISSIPPI BOY, and a number of the most and only the refined successes of the London and New York Music Halls.

THE NEW AND BEAUTIFUL SCENERY.
Painted expressly in Australia by the celebrated Artist Mr. JOHN LITTLE, shows:—
THE WHITE CLIFFS OF ALBION
and
VIEWS IN SOUTH AFRICA.
Admission Rates—\$3, \$2 and \$1.
Military and Naval men in Uniform half-rates to Second and Bank Seats.
Reserve Plan at the ROBINSON PIANO CO. Doors Open 8.15. Overture 9 o'clock.
Hongkong, 24th December, 1900. [3243]

ST. GEORGE'S HALL.

THE THIRD

SUBSCRIPTION CONCERT

ARRANGED BY
Messrs. ALEC MARSH & A. G. WARD,
will be given on
THURSDAY,
27th DECEMBER, at NINE P.M.

MESSERS. MARSH AND WARD will be assisted by Mesdames BADELEY, LOWSON and MUDIE, Messrs. E. E. HILL, G. P. LAMBERT, C. H. GRACE, and L. A. GRACE. A Portion of the Programme will be devoted to Sacred Music.

Prices: Reserved Seats, \$3; Unreserved, \$1. Plan of the Hall at the ROBINSON PIANO CO. Hongkong, 21st December, 1900. [3229]

WING CHEONG.

DEALERS IN
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET,
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [2581]

NOTICE.

A SPECIAL MEETING of HER MAJESTY'S JUSTICES OF THE PEACE will be held at the Magistracy, at 2.15 P.M., on THURSDAY, the 27th day of December, A.D. 1900, for the purpose of considering an application from one WASHINGTON WOODCOCK for a Publican's Licence to sell and retail intoxicating liquors on the premises situated at House Nos. 192 and 194, Queen's Road East, under the sign of "THE EASTERN HOTEL."

F. A. HAZELAND,
Acting Police Magistrate.

Magistracy,
Hongkong, 11th December, 1900. [3202]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL on THURSDAY, the 27th inst., at 5.30 for 6 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 21st December, 1900. [3224]

I. M. LAGO.

ARTIST IN CRAYON, OIL AND WATER-COLOURS.

DECORATOR of the Royal House of Her Majesty the Queen of Spain and of the Royal Palace of Malacanang of Manila and Professor of the College of Arts of Manila.

Is prepared to give lessons in private residences.

Also will take orders for Decorations in Oil Painting in Modern Style.

Best artistic and high class work guaranteed. Private lessons given on the Guitar.

Terms Moderate.

No. 20, ELGIN STREET.
Hongkong, 21st December, 1900. [3225]

WANTED.

FOR a Sugar Estate in the Malay Peninsula, a BOOKKEEPER to take Charge of the Office.

Applications together with references to be sent to—
"STRAITS,"
Care of Office of this Paper.
Hongkong, 24th November, 1900. [2963]

BEKANNTMACHUNG.

DIE EINTRAGUNGEN in das Handelsregister, sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1901 durch die Zeitungen "DER OSTERREICHISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.

Swatow, 27. December 1900
DER KAISERLICHE KONSUL
STREICH.
[3210]

BANKS.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000
PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton Hankow
Chefoo Peking
Chinkiang Fooning
Chungking Singapore
Foochow Swatow
Tientsin.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zealand Street, Auctioneer, Appraiser
and Commission Agent.HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

"THE PHARMACY,"
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars."THE VICTORIA DISPENSARY,"
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALER

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRESSERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices; 37, 39, Wellington Street.SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour:—"Sperry's XXX,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Bestman's Kodak Films and Accessories;
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

MERCANTILE AGENT

WOODS & CO.,
Dundell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.E HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.M. MUMFAY, JAPANESE ARTIST.
Bronze and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 34, Queen's
Road Central.YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai.
Amateur's Requisites a Specialty.HONGKONG
BUSINESS DIRECTORY.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealers in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguiar Street, First Floor.WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls, and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FB. BLUNCK,
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineers Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosi-
ers, Drapers, 85, Queen's Road, Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

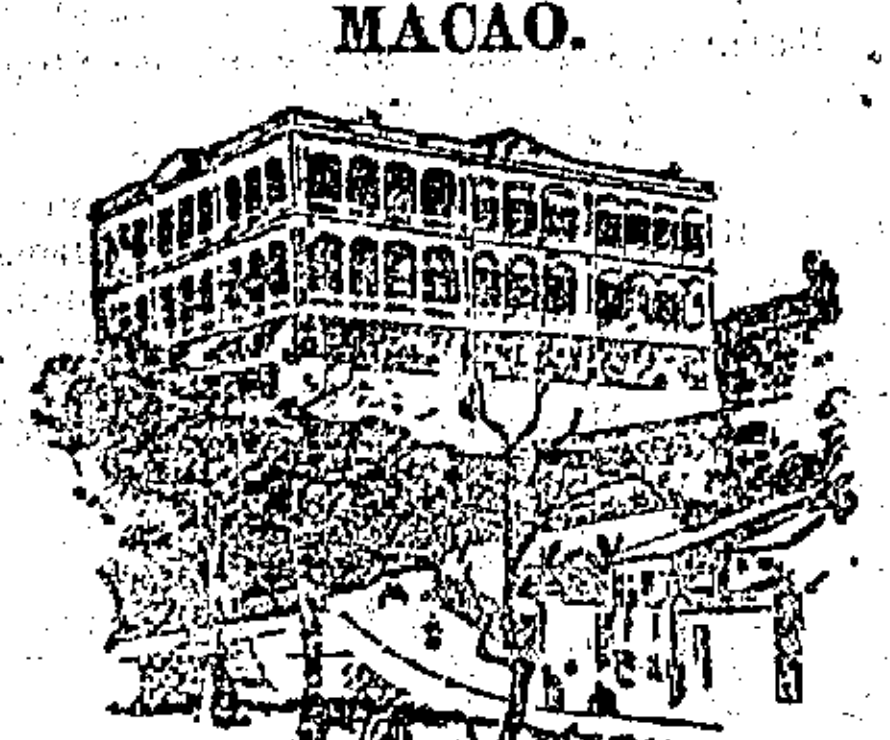
TOBACCONISTS

D. S. DADY BURJOE, "Los FILIPINOS,"
Importers of the Best Manila Cigars; 25,
Pottinger Street.KRUSE & CO.,
Wholesale and Retail Havans and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlagus Manila.CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
QUEEN'S BUILDINGS.DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams, "CELESTRA," Hongkong.
Telephone, 292.H. F. CARMICHAEL,
B. J. BARLOW,
Hongkong, 1st June, 1899. '9021AUTOMATIC MAUSER
PISTOLS.CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES.
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. '2809

HOTELS

"BOA VISTA" HOTEL,
MACAO.THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
MANAGER.
Telegraphic Address, "Boavista." '2549RAFFLES HOTEL,
SINGAPORE.SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIER A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.BARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. '221[ALL RIGHTS RESERVED.]
SPORT AND ANECDOTE.

BY AN OLD POETRY.

THE WEALTH OF THE YORKSHIRE
CRICKET CLUB.

A successful team, whether it be at cricket or football, water polo, or hockey, commands the public, takes the populace by storm, and succeeds in extracting money from the people's purse. It must not be assumed that I consider hard cash as the only measure of success in the world of sport, but unfortunately the current coin of the realm is an essential if the highest form of any great pastime is to be pursued in a manner that must commend itself to all who have broad sympathies. It is perfectly possible for either a poor man or a struggling club to have the finest sporting tastes and instincts—but money brings opportunities of doing good and setting the best possible example. If the individual is merely the steward of wealth during his earthly probation—so much the more is a club a collective instrument to dispose of its funds in the best interests of the pastime with which it is associated. These remarks are prompted by a careful study of the balance-sheet of the Yorkshire County Cricket Club, which was presented to the members at the annual meeting in Leeds last month. The average man who picked up his paper and sees at a glance that the Yorkshire executive is worth over £9,000, has lent £5,000 to the Sheffield Corporation at 3 per cent, and £2,500 to Bradford at the same rate of interest, and has bordering upon £2,000 at the bank, will shrink his shoulders and declare that they ought to be the champion county with all this money. But, my good friend, let me remind you that this is not a trading concern; this is not a case of buying in the cheapest market and selling in the dearest; this is not an instance of purchasing players and gaining the artificial affection of a great shire by foreign talent. There is a sum of £9,000 belonging to Yorkshire, but it has been obtained by Yorkshiremen and is being used for the benefit of the game.

GREAT GROWTH OF MEMBERSHIP.

Great county as Yorkshire is, the club has not always been in such a prosperous condition, and has not always had the finest county team—at least of modern times. A decade since Yorkshire was comparatively poor both in money and players—but the club was reconstituted, and has built itself up by splendid managerial capacity, by the personality of Lord Hawke, and by the genius and grit of its players. But I want to look at money matters at the outset. The first report under the new constitution of Yorkshire was presented to the annual meeting at Sheffield on March 9, 1893. Then the total income was £3,399 19s. 11d., of which £3,221 15s. 11d. was received from fourteen matches decided in the county, and only £178 4s. from subscriptions. Just look on this picture: the total income for 1900 was £8,692 17s. 4d., eighteen matches (despite wet weather and very serious losses on some fixtures) producing £5,577 16s. 11d., while the subscriptions have risen from the insignificant sum of £172 4s. to £2,588 7s. 6d. The latter item is after all the great measure of the hold cricket has obtained in the county, for a strong subscription list is the backbone of a club, and tends to make it less dependent upon the vagaries of our climate. When Surrey has over 4,000 members, Lancashire about 3,000 and Yorkshire over 2,500—there is a solid basis to work on. Of course, considering the size of the county, Yorkshire ought to have even more yearly supporters—but when we compare £172 4s. and £2,588 7s. 6d., the committee have every reason to be gratified at the progress made.

THE BALANCE SHEET YEARLY.

But it is interesting to see how the accumu-
lated wealth of the club has been built up. At the end of 1892 the balance in hand was £401 15s. 3d. In 1893 this was increased to £766 12s. 7d., in 1894 to £1,281 8s. 9d., in 1895 to £2,676 9s. 5d., in 1896 to £2,423 2s. 5d., in 1897 to £2,571 0s. 11d., in 1898 to £6,695 18s. 2d., in 1899 to £9,133 15s. 7d., and in 1900 to £9,353 14s. 5d. The favourable balance of £518 in 1894 jumped up to £1,395 in 1895, £1,566 in 1896, £1,927 in 1897, £1,424 in 1898, and £2,424 in 1899 (the year of the last visit of the Australian cricketers), while this year, owing to the rainy season, the receipts only exceed the expenditure by £216 15s. 10d. Thus 1900 has been the worst financial period that Yorkshire have experienced for many years. But I want for a moment to point out that Yorkshire have paid £167 18s. 10d. towards winter salaries and to the Cricketers' Investment Fund, have given £500 towards Moorhouse's benefit, £200 to the family of the late Edmund Peate, £45 to various other benefits, £35 to old deserving cricketers, £160 to in benevolent grants, £50 subsidies to young players, £105 to the memorial to F. W. Milligan, the county amateur who was killed in action near Mafeking, and £100 towards the expenses of the West Indian cricketers—or a matter of £1,195 10s. dispensed with a free hand for such noble objects as rewarding past services and helping the cause of cricket generally. Had the club economised, knowing the way the weather was influencing their gates, they could easily have shown a balance of nearly £1,000—but Yorkshire believe that they will never weary of doing good. And yet the salaries and audit fees for a club which has so large an income amount to only £265 10s. What that grand old gentleman, Mr. J. B. Westinholm, the secretary, has done for Yorkshire, nobody can tell, and in Mr. H. H. Stones he has an enthusiastic assistant whom I could not possibly praise too highly were I to labour the point.

GENEROUS TREATMENT OF PLAYERS.

Yorkshire have always treated their players well. They were the first county to system-
atically pay their professionals some remuneration during the winter. When we consider that a cricketer has only one-third of the year in which to gather his harvest, and that at best he

is never paid extravagantly, Yorkshire deserve the thanks of all paid players for the example they set. Many years ago I remember an official of Nottingham grumbling because George Bean went to Sussex, and the chief cause of his complaint was that Bean was induced to go 'South' because he was assured an income during the winter, for services as a farm bailiff or some situation of that character. As Nottingham had no vacancy for Bean in their eleven, and could do nothing for him, I could not see what they had to growl about. Several of the poorer counties were much disturbed at Yorkshire giving winter pay, fearing that it would make their own men discontented as they were unable to follow suit, much as they would like to do so. In 1890 Yorkshire paid £200 for winter remuneration, while in 1897 the amount rose to £355, and in 1898 to £743—or over £100 per month. Owing to players being abroad the sum sank to £281 in 1899, but for 1900 the sum of £617 appears in the balance-sheet, so that in five winters Yorkshire have paid £2,175 for winter pay. I fancy that some of the other leading counties keep their men during this trying time for most cricketers, but like Brer Fox when he set-up the Tar Baby, they "lay low and say nothing" about it for various reasons. But Yorkshire are inclined to give subsidies to young players, and to make a loan to a deserving professional if necessity exists, while they established two years ago a Pension Fund to help old Yorkshire cricketers in their declining years. The executive must have skill and good conduct on the part of players—whether young or old—but given these recommendations no niggard hand is betrayed in dealing with them. For instance, as Yorkshire won the county championship last year every professional was presented with £20, and at next Tuesday's gathering a silver cup is also to be given to each member of the team—not to the amateurs only. But in addition the players have been rewarded—not with talent money on a stereotyped plan, but with honours on the basis of marks awarded by the captain—the system I advocated last week as fatal to those miserable men the average hunters. Moreover Yorkshire have a great idea of encouraging and developing their second eleven, and although they lost £23 11s. 2d. last summer in the experiment they are not easily deterred from any course when once they have resolved upon it. But apart from the generous treatment of their players Yorkshire deserve well for the encouragement they have given to struggling counties and the way they have helped them into the first-class rank. By the way I hear that there is a considerable deficit in the balance-sheet of Worcestershire for 1900.

UNBEATEN COUNTY CRICKET TEAMS.

Before leaving the subject of Yorkshire cricket one must allude to the opening sentence of the annual report, which reads:—"It is with pleasure the committee congratulate the members and the team on the signal success of regaining the championship without losing a match." Yes, it is a signal achievement, for only six counties have not met with a disaster in the county tournament. In 1873 Nottingham never lost a match, and the same can be said of them in 1884 to 1886. Gloucestershire had a similar experience in the seventies, for they were unbeaten in 1873, 1876, and 1877, while Lancashire were undefeated in 1881 and Yorkshire in 1900. In 1874 Derbyshire and in 1878 Middlesex were never vanquished, but their match list was then extremely small. Comparatively speaking, the performance of Yorkshire stands by itself in monumental relief, for the Tykes played 28 matches, or twice as many as the total engagements of any other county which has run through a season without a loss. When we consider the position of Yorkshire in 1899, 1890 and 1891 their establishment at the head of affairs is wonderful. No struggling county should ever despair. Yorkshire have discovered some very fine cricketers of late years, but there is no denying that the committee has been very patient with many men who have developed very slowly, or who have not fulfilled expectations in old years. As I have said before, patience is everything at cricket, and the remark applies with equal force to committee men as well as players.

THE CLAIMS OF CYCLISTS.

While I am in this financial vein it were well to refer to the question of taxation which looms so large before us at the present time. The Chancellor of the Exchequer holds out no hope of relief to the British taxpayer and even hints at increased national levies. But if Sir Michael Hicks-Beach wants a new source of revenue—every little helps—let him tax cyclists. It may be urged that this is a monstrous injustice—and that if we tax one form of sport, others ought not to escape. But the man who carries a gun and has dogs, who plies streams for salmon, and those who hunt, all have to pay to their country for the privilege in some form or another, so that the cyclist would not stand alone. But some of my opponents may say that cricket bats, footballs, cues, and rackets ought to be taxed just as much as playing-cards. I don't think so—because a cycle of any kind or construction is not a mere instrument for sport and play. A cycle is a vehicle—and when used as a luxury, as a means of pleasure, should be taxed just as a carriage. In my private opinion cyclists are the most unreasonable and selfish

section of the community. At the present time they are asking the railway companies for facilities at ridiculous rates, they are objecting to tramway companies watering their lines, and municipalities watering their streets as they think fit, no broken glass must be scattered on the roads, and there must be universal lights for all vehicles. Some of these projects are very worthy—but what I want to point out is that the cyclists ask for every possible consideration from everybody—and they offer nothing in return.

SHOULD WHEELMEN BE TAXED?

The cyclists as a body want this, that and the other; but they object to taxation and registration. I strongly support both these projects. A small tax on cycles would enable wheelmen to help their country and would give them a right to be heard, a right to approach Parliamentary candidates and all those seeking local government offices. Registration is necessary in the interests of the public, for a cycle is a noiseless contraption fraught with considerable danger to the public. No honest cyclist can any more object to registration than to carrying a light, or a bell, or a trumpet. On the Continent cyclists have by no means such liberty as they have in England, for in many countries they have to satisfy the police that they can ride efficiently, they have to carry number plates, and they have to pay a special tax. I do not suppose that my remarks are likely to prove popular with wheelers; but they are made conscientiously in the interests of the community at large and of cyclists themselves. There is a cycle tax in France. It yielded £173,532 in 1899, the number of machines taxed being 838,856. In 1894 the number of machines licensed was 203,026, in 1895 256,084, in 1896 329,816, in 1897 408,909, in 1898 483,414, and in 1899, as already stated, 838,856. The tax has not retarded the growth of cycling, and a tax of half-a-crown a year would never be felt by any wheelman in Great Britain and Ireland. By all means let luxuries help to bear the white man's burden before we levy tolls of any kind upon necessities or upon a man's industry and ability.

A BENEFIT FOR AMBROSE LANGLEY.

The Sheffield Wednesday Football Club have decided to give a benefit to Langley, their well-known full back, and I hope that he will be rewarded by a well-filled purse. Ambrose Langley, the left back of Wednesday, is a native of Horncastle (Lincolnshire), where he was born on March 10th, 1870. He began to take part in our national winter pastime when sixteen, playing for Horncastle. From there he went to Boston for a very short time, and then joined Grimsby Town as a professional. After two seasons at the fishing port, he threw in his lot with Middlesbrough Ironopolis, from whence he removed to Sheffield Wednesday, and has been with them ever since—this being his eighth season with this organisation. It has been said that he is a rough player, but I have generally considered him a very fair back. A man who stands 5ft. 4 inches and weighs 14 stone 7lbs. cannot be as gentle as a baby in his movements. Remembering his physique I do not think that Langley is even inclined to use brute force, but if an opposing forward challenges him to a hard game Langley is nothing loth to take his own part. He is a fine tackler and a sure kick, has played for the English League against the Scottish League, and has been very near to obtaining his cap against Scotland in the great international match of the year. But quite apart from his general accomplishments as a genuine back I should like to ask any lover of football if he ever heard of Langley being suspended for disobeying training orders, or of being associated with any brawl or unseemly conduct. The Hon. Secretary of Sheffield Wednesday once told me that he was one of the best conducted players the Wednesday had ever had, and that he was a man who had never squandered his money. A professional footballer of this kind—and there are many of them—is worthy of recognition by the public.

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULINGARNHOLD, KARBURG & CO.,
Sole Agents.
3190R. J. REMEDIOS,
FROBIGNIEN AND COLONIAL STAMP
DEALER.No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. '3026

INTIMATIONS

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE. [3123]

PHOTOGRAPHERS AND PORTRAIT
PAINTERS.

THE Undersigned beg to Announce that
they have established a PHOTOGRA-
PHIC and PORTRAIT STUDIO at No. 39a,
Queen's Road Central, 2nd Floor.
The greatest care and neatness in their work
their constant aim, and all orders will be promptly
executed at moderate prices.
In order to bring those facts home to the
public, a discount of 50 per cent. will be allowed
on all Photographic Orders for a month from
date.

A. ON & CO.,
(Opp. to CHAS. J. GAFFER & Co.,
Chronometer and Watch
Makers).
Hongkong, 15th December, 1900. [3167]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,
CALCUTTA.Telegraphic Address: A.B.C. Code.
"MAHOGANY" Calcutta. 4th Edition used.THE STANDARD
INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and
guaranteed to stand the tropical
climate.

PRICE, complete, with accessories for Billiard.
Rs. 1,450, packed.

SPECIAL ADVANTAGE—
We take all RISKS against Breakage.

Send for our latest PRICE LIST
To Hongkong Daily Press Office.
[3123—2]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only. and 1 oz. of Shot.

Primrose Cases \$5.65 \$7.40
Pecanoid Cases 6.25 8.00
Ejector Brass Cases 6.00 8.65

5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [187]

怡生號
YEE SANG & CO.

COAL MERCHANTS
has always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.

Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VEAUX ROAD. [122]

BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANT-
LINGS, PLANK, TONGUED and GROOVED
BOARDS, FOR FLOORING, CRALING, WALLING,
&c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.

Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [2787]

Of all Chemists.

Lanoline

Natural Toilet Preparations.

Toilet 'Lanoline' is collapsible tubes.
Pipes rough skin smooth, and protect delicate
complexions from wind and sun.

'Lanoline' Toilet Soap
Keeps the skin soft and supple.
Wholesale Depot—47, HOLBORN VIADUCT, LONDON.

**PUT LOG CABIN
IN YOUR PIPE
& Smoke it.**

Manufactured only by LAMBERT & BUTLER, LTD. LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2632—2]

VETERINARY BOOK FREE
On every Bottle of Condy's Fluid.

This Book contains instructions by
an eminent Veterinary Surgeon for the
treatment and cure of diseases of
Horses, Sheep, Cattle, Dogs, &c.
Condy's Fluid is non-poisonous, and is
the safest and best Veterinary Remedy.
Sold by all Chemists and Stores.
Insist on having "CONDY'S FLUID."
Beware of Local Imitations.
The name Condy & Co. is blown in the glass,
and is at foot of label.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, E.C. VIA PORTS OF CALL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	To-day.
LONDON, E.C. VIA PORTS OF CALL	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 5th Jan. at Noon.
LONDON, E.C. VIA PORTS OF CALL	RHODES	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 12th Jan.
MASSACHUSETTS, PORTS OF CALL	OSCAR	Brit. str.	—	R. Heintze	MESSAGERIES MARITIMES	On 1st Jan. at Noon.
MASSACHUSETTS, PORTS OF CALL	SHINANO MARU	Jan. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 31st inst. at 1 P.M.
MASSACHUSETTS, PORTS OF CALL	KAMAKURA MARU	Jan. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
MASSACHUSETTS, PORTS OF CALL	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On 4th Jan. at Daylight.
HAVRE & HAMBURG	SANDIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On 29th inst.
HAVRE & HAMBURG	SILEZIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 23rd Jan.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 5th Feb.
HAVRE & HAMBURG	PREUSSEN	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 15th Feb.
TRIESTE, VIA PORTS OF CALL	GISELA	Aus. str.	—	F. Mosca	SANDER, WIELER & CO.	On or about 25th Feb.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—	—	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK VIA PORTS AND SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 5th Jan.
NEW YORK VIA PORTS AND SUEZ CANAL	R. MORROW	Brit. ship.	—	Douglas	ARNHOLD, KARBERS & CO.	Quick despatch.
VICTORIA, B.C. VIA TACOMA VIA SHANGHAI, E.C.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 16th Jan.
VICTORIA, B.C. VIA TACOMA VIA SHANGHAI, E.C.	VICTORIA	Brit. str.	—	J. Pantan	DODWELL & CO., LIMITED	On 28th inst.
VICTORIA, B.C. VIA TACOMA VIA SHANGHAI, E.C.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 31st inst.
PORTLAND (OREGON), U.S.A.	ADAMO	Brit. str.	—	J. McIntyre	ARNHOLD, KARBERS & CO.	On or about 30th inst.
PORTLAND (OREGON), U.S.A.	SKANSKY	Nor. str.	—	T. M. Stevens & Co.	—	On or about 10th Jan.
SAN FRANCISCO VIA SHANGHAI, E.C.	NIPPON MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 12th Jan. at Noon.
SAN FRANCISCO VIA SHANGHAI, E.C.	ORINA	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 28th inst. at Noon.
SAN FRANCISCO VIA AMOY, E.C.	DORIC	Brit. str.	—	—	O. & O. S. S. CO.	On 5th Jan. at Noon.
SAN DIEGO, E.C. VIA MOJI, E.C.	BERGENHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jan. str.	—	Holms	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Nelson	GIDE, LIVINGSTON & CO.	On 3rd Jan. at 4 P.M.
AUSTRALIAN PORTS	TATIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Jan.
YOKOHAMA, KOBE & TSINGTAU	PREUSSEN	Ger. str.	—	Proesch	SEISSER & CO.	To-morrow at 4 P.M.
YOKOHAMA, KOBE & TSINGTAU	ELBE	Ger. str.	—	Petersen	SEISSER & CO.	To-day at 4 P.M.
YOKOHAMA, KOBE & TSINGTAU	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow at 3 P.M.
YOKOHAMA, KOBE & TSINGTAU	MANCHU	Brit. str.	—	—	MESSAGERIES MARITIMES	On or about 26th inst.
YOKOHAMA, KOBE & TSINGTAU	PREUSSEN	Ger. str.	—	T. Leigh	P. & O. S. N. CO.	On or about 26th inst.
YOKOHAMA, KOBE & TSINGTAU	AKASHI MARU	Jan. str.	—	E. Prehn	MELCHERS & CO.	Quick despatch.
YOKOHAMA, KOBE & TSINGTAU	ANPING MARU	Jan. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 2nd Jan.
YOKOHAMA, KOBE & TSINGTAU	FORNOSA	Brit. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow at Daylight.
YOKOHAMA, KOBE & TSINGTAU	TAMU MARU	Jan. str.	—	Hodgins	DOUGLAS LAFRAIR & CO.	To-morrow at 10 A.M.
YOKOHAMA, KOBE & TSINGTAU	KWEIYANG	Brit. str.	—	K. Hasegawa	MITSUI BUSSAN KAISHA	On 30th inst. at Daylight.
YOKOHAMA, KOBE & TSINGTAU	HUE	Brit. str.	—	Godman	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, KOBE & TSINGTAU	YUENANG	Brit. str.	—	Rolle	A. R. MARY	To-morrow at 10 A.M.
YOKOHAMA, KOBE & TSINGTAU	ROSETTA MARU	Jan. str.	—	Jardine, Matheson & Co.	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA, KOBE & TSINGTAU	DIAMANTE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 28th inst. at 4 P.M.
YOKOHAMA, KOBE & TSINGTAU	TATIAN	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	On 28th inst. at 5 P.M.
YOKOHAMA, KOBE & TSINGTAU	—	Brit. str.	—	Nelson	—	On 6th Jan.

SHIPPING.

ARRIVALS.

Dec. 23, SANDAN, German steamer, 1,374 A. Brandt, Sandakan, 18th December, General—MELCHERS & CO.

Dec. 23, UTA, British steamer, 5,010, R. H. Cook, Shanghai 20th December, (Government Stores)—GOVERNMENT.

Dec. 23, ITALIAN, French str., 377, Merdes, Pakhoi and Hoihow 22nd Dec. General—A. R. MARTY.

Dec. 23, ELBE, German str., 900, Peterson, Canton 23rd Dec. General—SEISSER & CO.

Dec. 24, BRITOMART, British gunboat, 710, P. Walter, Canton 23rd December.

Dec. 24, DIAMANTE, British steamer, 1,250, A. Ramsay, Manila 21st December, General—SHEWAN, TOMES & CO.

Dec. 24, BARFLEUR, British battleship, 10,500, G. Warden, Weihaiwei and Amoy 23rd December.

Dec. 24, SEADLER, German cruiser, 1,640, Schack, Swatow 23rd December.

Dec. 24, HUMBER, British storeship, 1,600, H. J. Davidson, Weihaiwei 19th December.

Dec. 24, YUENANG, British str., 1,128, P. H. Rolfe, Manila 21st Dec. Hemp and Sugar—JARDINE, MATHESON & CO.

Dec. 24, DEUTEROS, German steamer, 1,901, Peterson, Saigon 20th Dec. Rice—SEISSER & CO.

Dec. 24, HINER HO, British str., 1,082, Crawford, Shanghai 21st Dec. General—SEISSER & CO.

Dec. 24, JAYA, British str., 2,632, G. W. Gordon, London 19th Nov. and Singapore 17th Dec. General—P. & O. S. N. CO.

Dec. 24, MONGKUT, German str., 853, A. Müller, Bangkok 15th Dec. General—BUTTERFIELD & SWIRE.

Dec. 24, SHEPARD OSBORN, British Cable ship, 875, R. H. Dunmall, Shanghai 20th Dec.—E. E. TELEGRAPH CO.

Dec. 24, WINGANG, British str., 1,517, T. H. Soller, Shanghai 21st Dec. General—JARDINE, MATHESON & CO.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE, 24TH DECEMBER.

Lohang, British str., for Bangkok.

Ducan, German str., for Saigon.

Amoy, German str., for Haiphong.

Trilos, German str., for Hongkong.

Anping Maru, Japanese str., for Swatow.

Kweiyang, British str., for Amoy.

Kueivalda, British str., for Amoy.

DEPARTURES.

Dec. 22, LIZARD, British gunboat, for Canton.

Dec. 23, HIKOSAN MARU, Jap. str., for Kanton.

Dec. 23, TONNE, Norw. str., for Kutchinotz.

Dec. 23, SIAM, British str., for Swatow.

Dec. 24, CHUSAN, British str., for Shanghai.

Dec. 24, ESSEKALDA, British str., for Manila.

VESSELS IN DOCK.

ABERDEEN DOCKS—Wilhelmina, Victoria, Kowloon Dock, Tartar, H.M.S. Sandpiper, Duke of Fife, Telenachis, Sallberg, China, Alexander.

COSMOPOLITAN DOCK—Argyll, Phraenig.

SHIPPING REPORTS.

The German steamer *Mongkut*, from Bangkok 15th Dec., had heavy N.E. monsoon and very high sea.

The British steamer *Wingang*, from Shanghai 21st Dec., had moderate monsoon and fine weather.

The British steamer *Heid Ho*, from Shanghai 21st Dec., had fresh N.E. breeze and fine weather.

The British storeship *Humber*, from Weihaiwei 19th Dec., had fine weather and moderate monsoon.

The British steamer *Yuenang*, from Manila 21st Dec., had fresh N.E. monsoon, moderate sea and fine weather.

The British steamer *Diamante*, from Manila 21st Dec., had fresh to moderate monsoon, clear weather and moderate sea.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th December, 1900. [1443]

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship

"ELSE."

Captain Peterson, will be despatched for the above port TO-DAY, the 25th instant, at 4 P.M. instead of as previously notified.

For Freight, apply to SEISSER & CO.

Hongkong, 22nd December, 1900. [3240]

COMPAGNIE DE NAVIGATION TONKINOISE.

FOR QUANG TRUEN WANG, HOIHOW, PAIKHOI AND HAIPHONG.

(Taking Cargo at through rates for Hanoi, NAM-DINH, DAP-CAU, VINH, YEN-BAY, LAO-KAY and other Provinces of Tonkin.)

THE Steamship

"HUE."

Captain Godman, will be despatched for the above ports TO-MORROW, the 26th instant, at 10 A.M.

The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.

The Saloon and Cabins are lighted throughout by Electricity.

For Freight or Passage, apply to J. R. MARTY, 2, Pedder's Street.

Hongkong, 20th December, 1900. [3218]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOERABAYA.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above TO-MORROW, the 26th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st December, 1900. [3228]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MANCHE."

will be despatched for the above ports on or about WEDNESDAY, the 26th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd December, 1900. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"GISELA."

Captain F. Mosca, will be despatched as above on THURSDAY, the 27th inst., at 4 P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 19th December, 1900. [6]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENANG."

Captain Rolfe, will be despatched as above on THURSDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 22nd December, 1900. [3238]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND JAPAN.

STEAMERS TO SAIL ON

SHANGHAI AND JAPAN. JAYA. (3 P.M. 26th Dec.) Freight or Passage.

PAN. (G. W. Gordon, R.N.R.) Dec. 26th. See Special Advertisement.

LONDON, E.C. BENGAL. (Noon, 5th Jan. 1901.) See Special Advertisement.

S. Burcham. Jan. 1901.

SHANGHAI PENINSULAR. (About 5th Jan. 1901.) Freight or Passage.

T. Leigh. Jan. 1901.

PASSENGER SEASON, 1901.

s.s. PLASSY ... 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT

s.s. SOBBAON ... 7,382 tons April 27th } Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th December, 1900. [1]

HAMBURG-AMERIKA LINIE. (FREIGHT SERVICE). NORDDEUTSCHER LLOYD. (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

WITTENBERG HAVRE & HAMBURG On 29th } Freight.

Capt. Hempel (London with transshipment in Hamburg) December.

SAMBIA HAVRE & HAMBURG About 23rd } Freight.

Capt. Schmidt (London with transshipment in Hamburg) Jan., 1901.

SILEZIA HAVRE & HAMBURG About 5th } Freight and

Capt. Müller (London with transshipment in Hamburg) Feb., 1901. Passage.

SIBIRIA HAVRE & HAMBURG About 15th } Freight and

Capt. Braun (London with transshipment in Hamburg) Feb., 1901. Passage.

PREUSSEN HAVRE & HAMBURG About 25th } Freight.

Capt. Proesch (London with transshipment in Hamburg) Feb., 1901.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 25th December, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,502	J. Pantan	December 28
QUEEN ADELAIDE	2,832	P. McNair	January 4
GOODWIN	4,421	A. Jackson	January 18
OLYMPIA	2,837	J. Truebridge	February 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KODIACK GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 21st December, 1900. [10]

OCEAN STEAMSHIP COMPANY.

FOR STEAMERS CAPTAINS TO SAIL

LONDON CATCHAS Bartlett 25th December, 1900.

LONDON ACHILLES Brown 8th January, 1901.

LONDON RHODES Day 22nd January, 1901.

LIVERPOOL (Taking Cargo at London Rates) DARDANUS Steeves 18th January, 1901.

For Freight, apply to BUTTERFIELD & SWIRE.

Agents O. S. S. Co.

Hongkong, 17th December, 1900. [3029]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES

PRINZ HEINRICH TUESDAY 1st January, 1901.

PRINZESS IRENE WEDNESDAY 9th January, 1901.

PREUSSEN WEDNESDAY 23rd January, 1901.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 6th February, 1901.

SACHSEN WEDNESDAY 20th February, 1901.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 6th March, 1901.

BAVARN WEDNESDAY 20th March, 1901.

STUTTGART WEDNESDAY 3rd April, 1901.

KONIG ALBERT WEDNESDAY 17th April, 1901.

PRINZ HEINRICH WEDNESDAY 1st May, 1901.

PRINZESS IRENE WEDNESDAY 15th May, 1901.

ON TUESDAY, the 1st day of January, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 31st December, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 31st December.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 20th December, 1900. [8]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

EMPEROR OF CHINA. Comdr. E. Archibald, R.N.R. WEDNESDAY, 10th Jan., 1901

EMPEROR OF INDIA. Comdr. C. F. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901

EMPEROR OF JAPAN. Comdr. H. Tryon, R.N.R. WEDNESDAY, 13th Mar., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 20th December, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

SHINANO MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 28th Dec., at DAYLIGHT.

G. E. P. Cook

ROSETTA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 28th Dec., at 4 P.M.

KAMAKURA MARU MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 4th Jan., at DAYLIGHT.

H. Peterson

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. S. CO., General Manager.

Hongkong, 25th December, 1900. [12]

VESSELS ON THE BERTH.
U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, Dec. 23, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at Noon.
THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on FRIDAY, the 28th December, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 22nd December, 1900. [3]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE Company's Screw Steamship
"ROSETTA MARU"
(3,411 tons gross) will be despatched for the above port on FRIDAY, the 28th instant, at 4 p.m.
This Mail steamer is provided with superior accommodations, and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.
Return tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA, Manager.
Hongkong, 20th December, 1900. [3219]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMUJI MARU,"
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 30th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 24th December, 1900. [115]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched for the above ports on THURSDAY, the 3rd January, at 4 p.m.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 17th December, 1900. [3189]

VESSELS ON THE BERTH.
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "BERGENHUS" On 30th Dec.
THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on SUNDAY, the 30th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 21st December, 1900. [14]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 31st December, 1900, at 1 p.m. the Company's Steamship "OCEANIC," Captain Schmitz, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mail, leaving that port on the 12th January, 1901, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 18th December, 1900. [2]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
THE Company's Steamship
"TARTAR,"
Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about MONDAY, the 31st December, 1900.
For VICTORIA AND VANCOUVER, B.C. (via INLAND SEA, KOBE AND YOKOHAMA).
Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.
For Freight or Passage, apply to
D. E. BROWN, General Agent, Hongkong.
Hongkong, 19th December, 1900. [3108]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on SUNDAY, the 8th January.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th December, 1900. [3183]

CHINA NAVIGATION COMPANY, LIMITED.
FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on SUNDAY, the 8th January.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th December, 1900. [3184]

FOR NEW YORK.
THE 3/3 L II British Bark
"R. MORROW,"
Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, 12th December, 1900. [288]

VESSELS ON THE BERTH.
ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at Noon.
CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.
THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 5th January, 1901, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 12th December, 1900. [4]

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at Noon.
THE Twin-Screw Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 12th January, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 20th December, 1900. [5]

VESSELS ON THE BERTH.
OREGON AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.
PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.
THE Steamship
"ADATO,"
2,145, Captain J. McIntyre, will be despatched on or about 30th Dec., for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.
Through Bills of Lading issued to any point in the United States and Canada.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.
Value of same is required.
Consular Invoices to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).
For further information as to Freight rates, &c., apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, 24th November, 1900. [2965]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to Call at MANILA.
THE Steamship
"HUDSON,"
will be despatched for the above port about the end of December, and will be followed by the Steamship
"POLAR ST. JERNEN"
about the middle of January, 1901.
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 3rd December, 1900. [3045]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd January, 1901.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 20th December, 1900. [2524]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL AND AMERICAN PORTS.
THE Company's Steamship
"BENGAL,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this port on SATURDAY, the 5th January, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 24th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE,"
will be despatched for the above port on or about the 5th January, 1901.
For Freight, apply to
SHEWAN TOMES & CO., Agents.
Hongkong, 21st December, 1900. [2888]

FOR PORTLAND (ORE.) U.S.A.
Booking Cargo for SAN FRANCISCO, CAL. and OVERLAND THROUGH PORTS of the UNITED STATES by Connecting Railroads.
THE Norwegian First Class Steamer
"SKARPSHO,"
Captain Tollefsen, will be despatched on or about the 10th January, 1901.
This steamer will be followed about the end of January by
The A.L. Steamship
"MONMOUTHSHIRE,"
Capt. Kennedy, and in February by
The A.L. Steamship
"INDRAVELL,"
For Freight or Passage, apply to
T. M. STEVENS & CO., 4, Duddell Street, Agents.
Hongkong, 21st December, 1900. [3226]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [3081]

NOTICE TO CONSIGNEES.
NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship
"KANAGAWA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 29th instant will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st prox., or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA, Agents.
Hongkong, 22nd December, 1900. [3241]

FROM HAMBURG, PENANG, AND SINGAPORE.
THE H. A. L. Steamship
"SAMBAL,"
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY, the 21st inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 p.m.
No Fire Insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 21st December, 1900. [3231]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "QUEEN ADELAIDE."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LD., Agents.
Hongkong, 20th December, 1900. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED, Agents.
Hongkong, 20th December, 1900. [10]

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, ex s.s. *Rome, Parramatta* and *Victoria*.
From Persian Gulf, ex s.s. *Pemba, Moshtari* and *Juna*.
Goods not cleared by the 30th instant, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 23rd December, 1900. [1]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
ADOLPH OBERG, American ship, Amesbury.
Standard Oil Co.
Duke of York, British str., Cox—Doddwell & Co., Limited.
AT THE SEAT OF WAR.
BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900.
Reprinted from the *Hongkong Daily Press*. Price—10 cents per copy cash.
Copies can be obtained at the Soldiers' Club, or of Booksellers.
Hongkong, 8th December, 1900. [3081]

INTIMATIONS.
SPECIAL ANNOUNCEMENT!
FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.
THERE will be published weekly during 1901 in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.
Each story is copyrighted and will be completed in two bi-weekly instalments. The following is the list of the Story Writers—
R. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS K. HOCKING.
HELEN MATHERS.
REV. S. BARING-GOULD.
ABRAHAM KENEALY.
GUY BOOTHBY.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROUMANIA.
ALGERNON GIBBSING.
KATHARINE S. MACQUOID.
FERDUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL SUTCLIFFE.
"RITA."
J. MARSHALL MATHER.
KATHARINE TITAN.
A. ST. JOHN ADCOCK.
MARY LOVETT CAMERON.
WILLIAM WESTALL.
ADELINE SHERBANT.
FRED WISHAW.
JANE BARLOW.
TOM GALLON.
MAY CROMMELIN.
JAMES BAKER.
"QUILLER-COUCH."
"THE LADY MIDDLETON."
From JANUARY to MARCH, 1901, the following will appear—
MORLEY ROBERTS, "The Pense of Ephraim."
CHRISTABEL COLERIDGE, "The Lady Dressmaker."
R. W. CHAMBERS, "The Market Hunter."
HELEN MATHERS, "At the Sign of the One Pound-Note."
HOWARD PHASE, "A Cargo of Tulips."
E. EVERETT-GREE, "Sir Oliver's Hobby."
REV. S. BARING-GOULD, "A Dartmoor Idyll."
LUCY HARDY, "Supposed to have Founded at Sea."
JOHN FOSTER FRASER, "The Transformation of Theresa."
THE QUEEN OF ROUMANIA, "Decabal's Daughter."
H. J. ASHCROFT, "My Sailor Boy."
FRED WISHAW, "The Tontine of the Loyal Upholsters."
BLANCHE WILLS CHANDLER, "A Personal Introduction."
R. W. CHAMBERS is the powerful novelist whose "The Red Badge" created much interest; HELEN MATHERS is a most brilliant lady story writer; MORLEY ROBERTS possesses an enthusiastic constituency; THE QUEEN OF ROUMANIA is represented by a most pleasing story; FRED WISHAW's clever novels have been prescribed by the Russian Government; the REV. S. BARING-GOULD is an ever welcome old favourite; HOWARD PHASE is known as "The Northern Kipling;" H. J. ASHCROFT is a new novelist of exceptional promise; and JOHN FOSTER FRASER contributes one of his strong stories. [3156]

BEKANTMACHUNG.
DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "DER OSTAASIATISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.
Canton den 27. December, 1899.
DER VERWESER DES KAISERLICHEN KONSULATS, ZIMMERMANN.
KOWLOON EXTENSION.
A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD., Daily Press Office.
Hongkong, 28th October, 1898. [32]

FOR SALE.
FIFTY YEARS OF PROGRESS.
THE JUBILEE OF HONGKONG AS A BRITISH CROWN COLONY, BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF THE 21st to 24th JANUARY, 1891.
DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo; 48 pages.
Price \$1. Cash.
The Booksellers or Daily Press Office.
Hongkong, 27th January, 1891. [57]

